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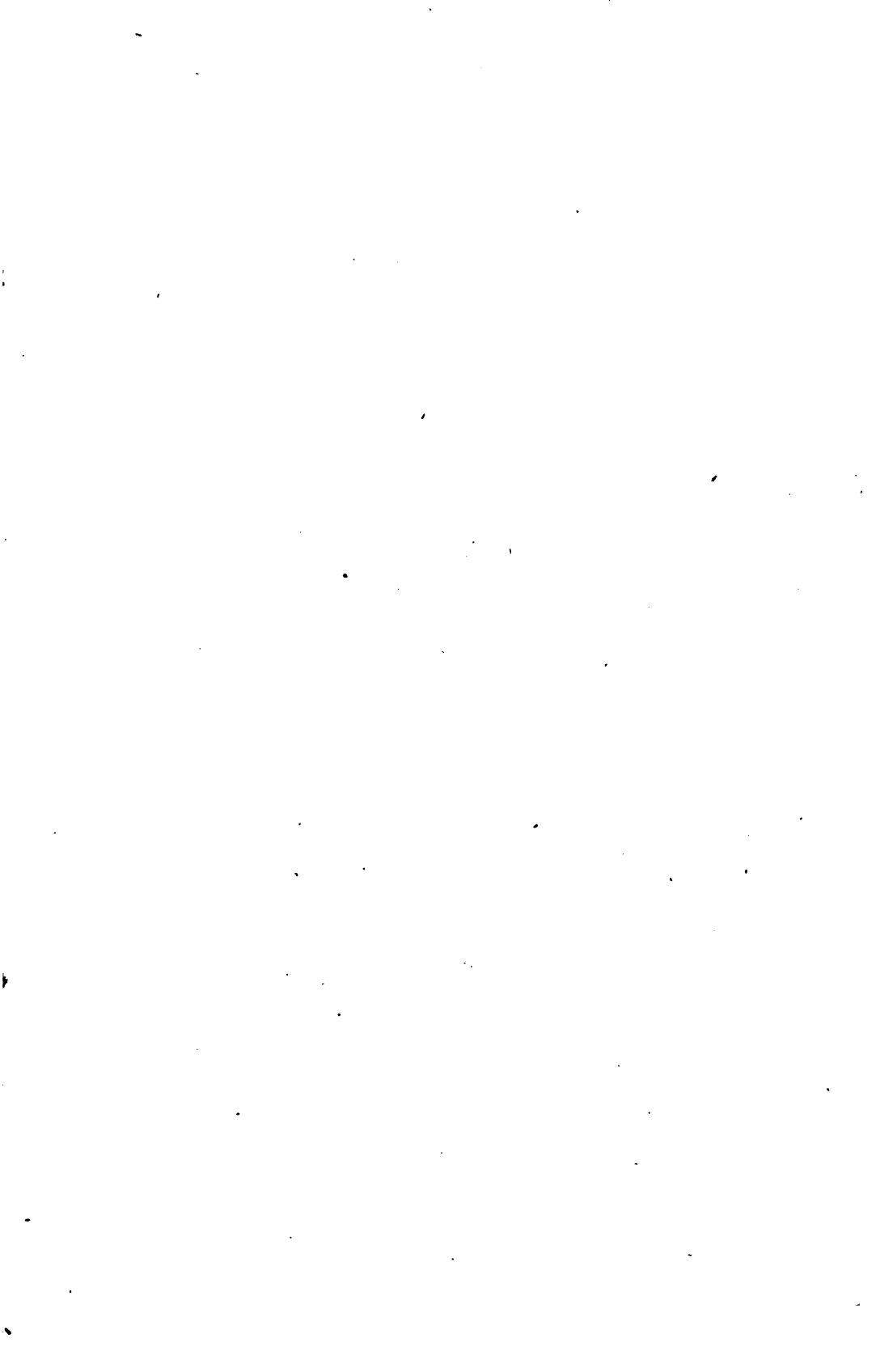
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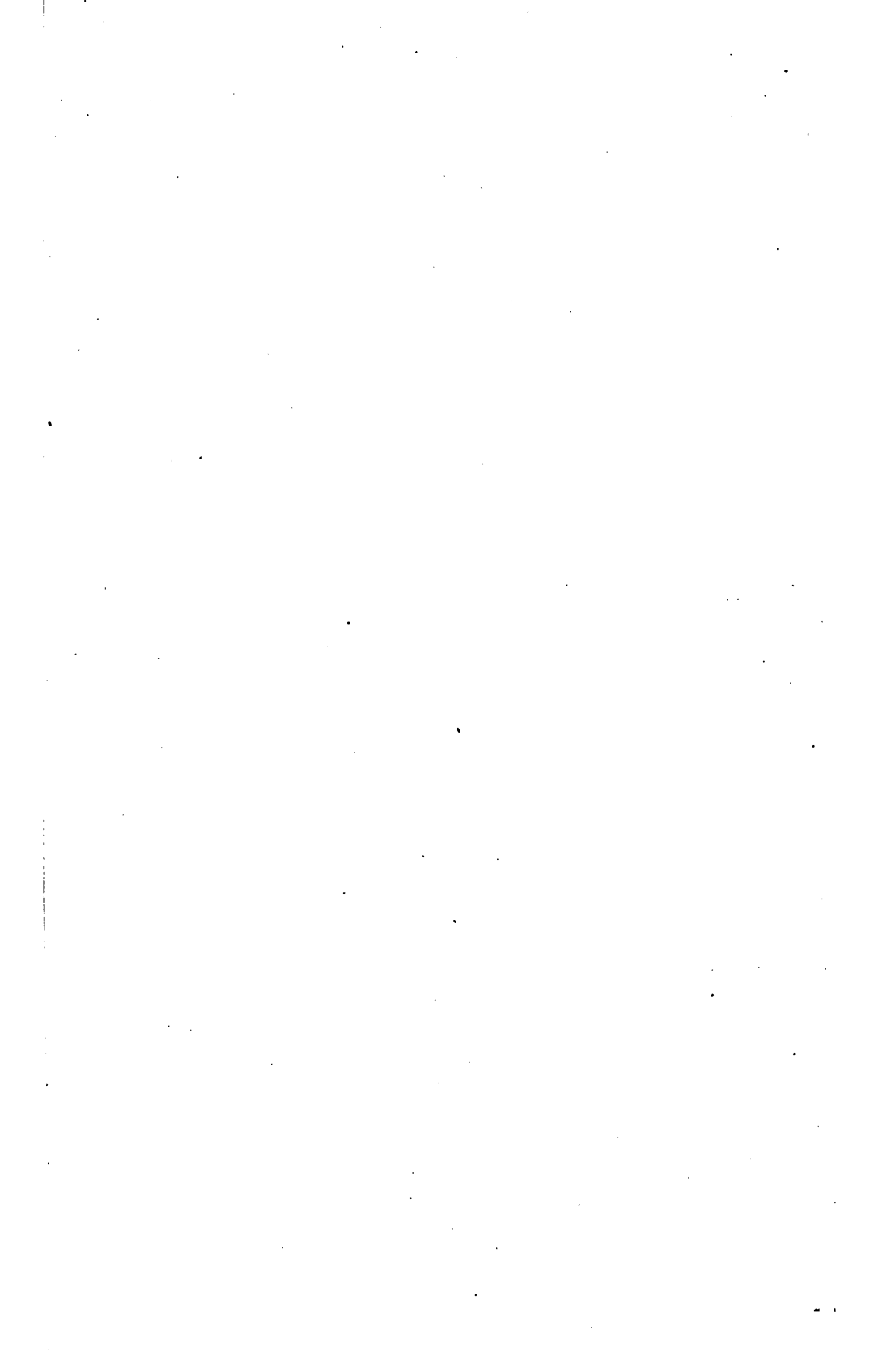
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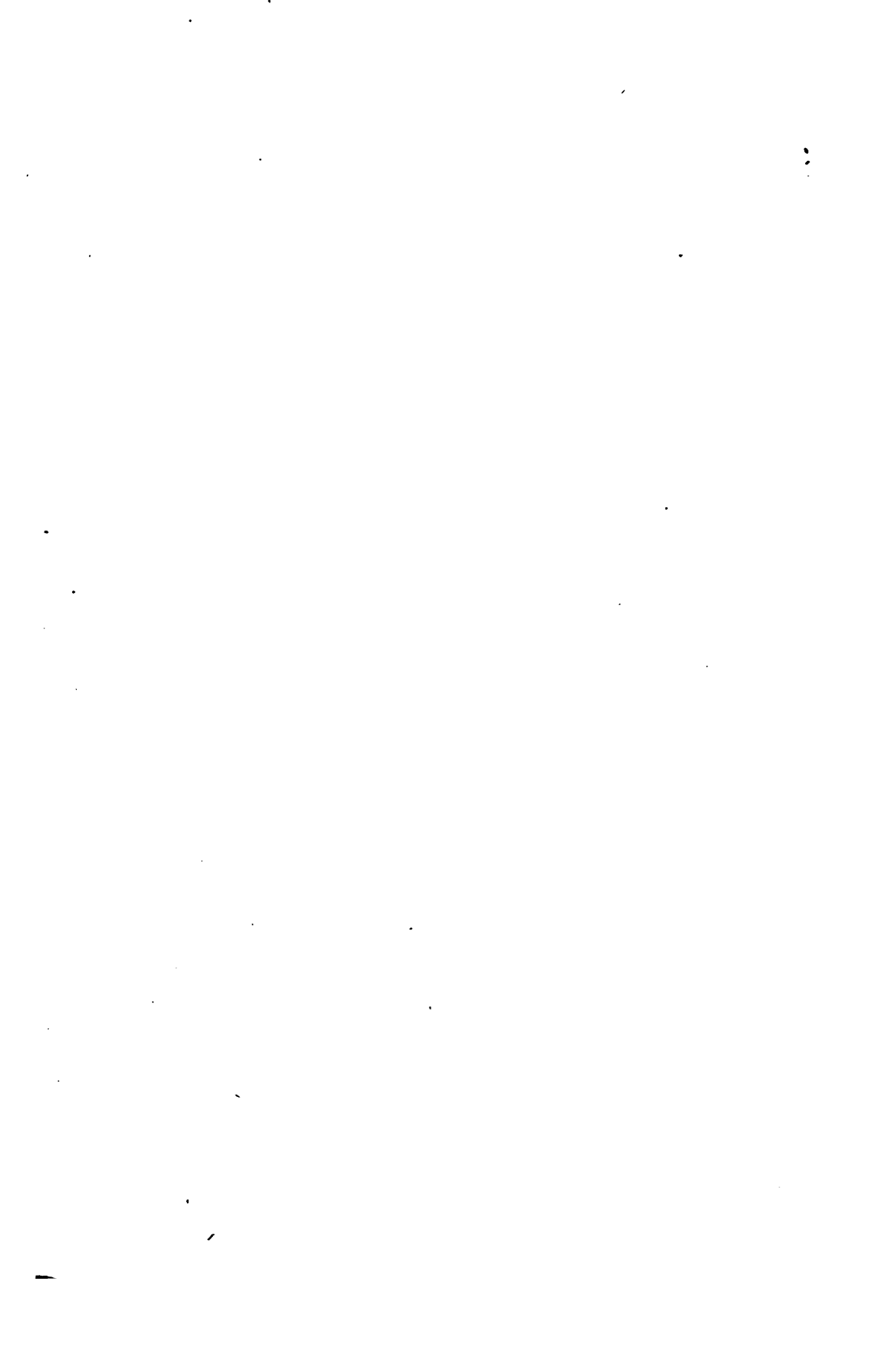
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**FROM THE
UNITED STATES GOVERNMENT.**







ANNUAL REPORT OF
**THE UNITED STATES
COAST GUARD**

FOR THE FISCAL YEAR ENDED JUNE 30

1917



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GOVERNMENT PRINTING OFFICE
1917

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United States Government

TREASURY DEPARTMENT,
Document No. 2808.
Coast Guard.



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TREASURY DEPARTMENT,
UNITED STATES COAST GUARD,
Washington, D. C., September 24, 1917.

SIR: As required by section 5 of the act of January 28, 1915, I have the honor to submit the following report of the operations of the Coast Guard for the fiscal year ended June 30, 1917, and of the expenditures of moneys appropriated for the maintenance of the Coast Guard for that period.

Respectfully,

E. P. BERTHOLF,
Captain Commandant.

Hon. W. G. McADOO,
Secretary of the Treasury.

ADMINISTRATION.

Secretary of the Treasury, Hon. WILLIAM G. MCADOO.

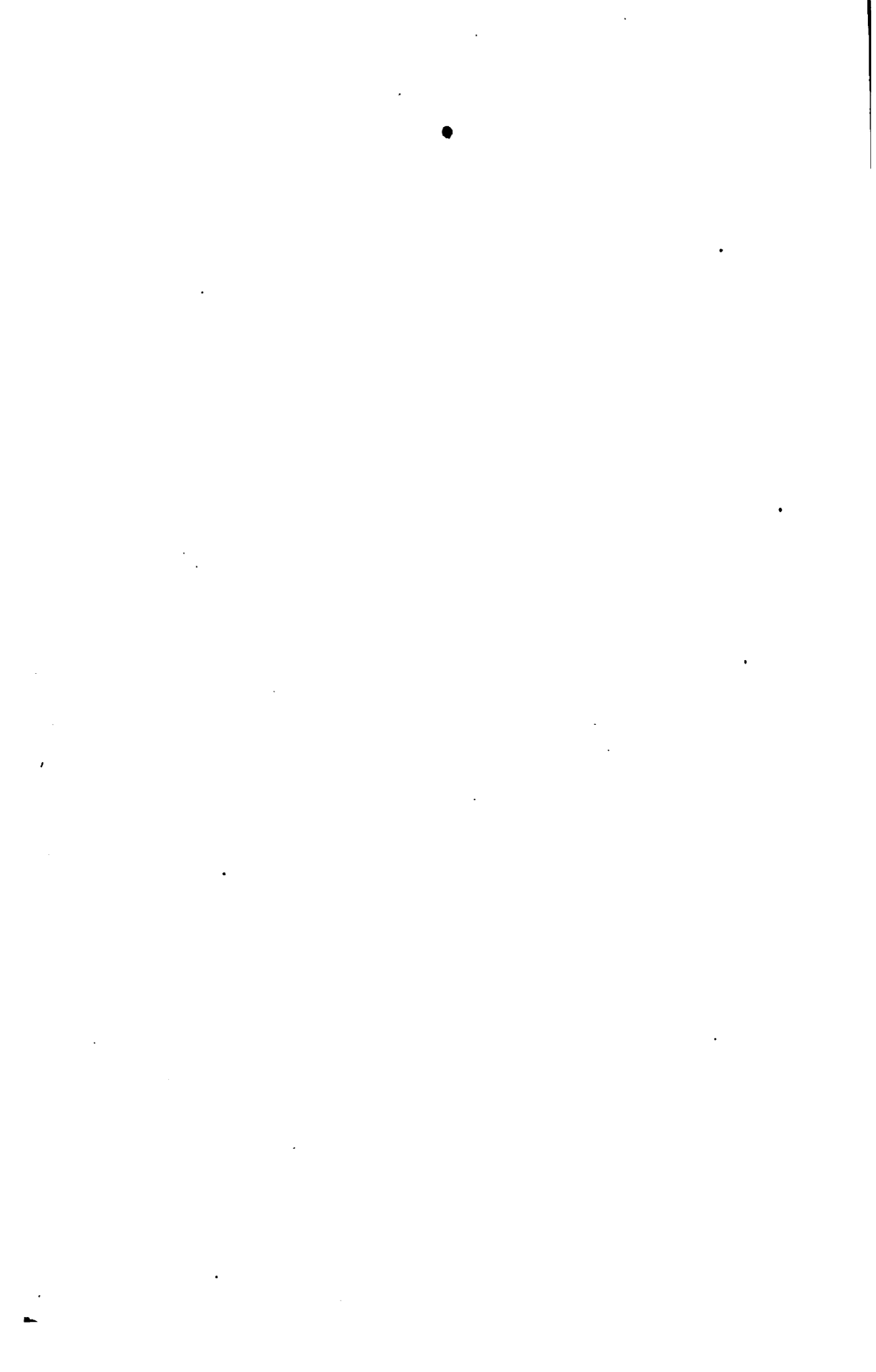
Assistant Secretary of the Treasury, Hon. BYRON R. NEWTON.

Captain Commandant, ELLSWORTH P. BERTHOLF.

Mr. OLIVER M. MAXAM, chief of division of operations.
Mr. THOMAS A. GRAY, assistant chief of division of operations.
Mr. GEORGE H. SLATBAUGH, chief of division of matériel.
Mr. KENDALL J. MINOT, assistant chief of division of matériel.
Senior Capt. HOWARD EMERY, superintendent of construction and repair.
Engineer in Chief CHARLES A. McALLISTER, engineer in chief.
Senior Capt. DANIEL P. FOLEY, inspector.

**OPERATIONS OF THE UNITED STATES
COAST GUARD**

1917



OPERATIONS OF THE UNITED STATES COAST GUARD.

The act of January 28, 1915, provides that the Coast Guard—

Shall operate under the Treasury Department in time of peace, and operate as a part of the Navy, subject to the orders of the Secretary of the Navy, in time of war, or when the President shall so direct.

Upon the declaration of war on April 6, 1917, the Coast Guard accordingly passed from the Treasury to the Navy Department, and for obvious reasons the following report does not include those activities of the Coast Guard in any way connected with naval operations subsequent to that date.

SUMMARY.

Lives saved or persons rescued from peril.....	2, 153
Persons on board vessels assisted.....	13, 796
Persons in distress cared for.....	841
Vessels boarded and papers examined.....	20, 317
Vessels seized or reported for violation of law.....	857
Fines and penalties incurred by vessels reported.....	\$205, 429. 00
Regattas and marine parades patrolled in accordance with law.....	30
Instances of lives saved and vessels assisted.....	1, 584
Instances of miscellaneous assistance.....	1, 572
Derelicts and obstructions to navigation removed or destroyed.....	11
Value of vessels assisted (including cargoes).....	\$14, 960, 910. 00
Value of derelicts recovered and delivered to owners.....	\$50, 000. 00
Appropriation for 1917, repairs to cutters.....	\$200, 000. 00
Net expenditure.....	\$194, 325. 65
Estimated unexpended balance.....	\$5, 674. 35
Appropriation for repairing and rebuilding Coast Guard stations, Gulf of Mexico, 1916 and 1917:	
Balance on hand July 1, 1916.....	\$67, 077. 97
Net expenditure.....	\$40, 483. 61
Estimated unexpended balance.....	\$26, 594. 36
Appropriation for 1917, for maintenance of Coast Guard.....	\$5, 367, 600. 00
Net expenditure.....	\$6, 074, 470. 32
Deficiency supplied from appropriations for Naval Establishment..	706, 870. 32

During the fiscal year ended June 30, 1917, the Coast Guard cutters and stations were instrumental in actually saving from death, either by drowning or otherwise, the lives of 2,153 persons, a marked increase over the number saved in the previous fiscal year. Altogether there were 1,584 instances of rescue work involving either the saving of life or imperiled property, or both. On board all the vessels assisted there were a total of 13,796 persons, who were in more or less danger, dependent upon circumstances in each particular case of rescue. Other than the 2,153 actually rescued, the persons to whom assistance was given were saved from predicaments which might have proven disastrous were it not for the timely aid of Coast Guard agencies.

The appraised value of the property saved from the perils of the sea was \$15,010,910. As the cost for the maintenance of the entire

service was \$6,309,279.58, this appraisable portion of the work of the Coast Guard represents a return of \$2.38 for each dollar invested by the Government in this particular branch of the public service.

The summary above given represents the activities of the Coast Guard in such lines which permit of tabulation or appraisal, and it is interesting to note that the principal activities, those involving the saving of life and property, show a marked increase over similar activities for the previous year. This does not imply less efficiency during the previous year, for in all statements involving periodical returns of operations dependent upon emergencies or accidents fluctuations showing radical increases or decreases may reasonably be expected.

Under the title of "Miscellaneous assistance" is recorded the total number of instances where the personnel and equipment of the Coast Guard have been used for other purposes than those itemized in the summary, and which are of such a character as to be not easily classified or grouped under specific lines of endeavor. Each year, owing to the endless variety of happenings to water craft and to the people who embark on the water, either for business or pleasure, new fields of effort seem to develop for the activities of the watchful personnel of the Coast Guard. Therefore in recording this multiplicity of incidents wherein assistance of one sort or another is given to persons in distress or property imperiled, it is found best to arrange all activities which do come within the purview of the general headings of the summary in chronological order and under the title of "Miscellaneous assistance," from page 205 to page 259. A perusal of this portion of the report can not fail to arouse the interest of those who study humanitarian work. For example, there will be found a number of instances where unknown vessels are warned off from dangerous rocks or shoals or against approaching too close to the beach in fogs or snowstorms; interspersed among such instances will be found records of dead bodies picked up adrift or on the shores and turned over to the proper municipal authorities; restoring lost children to their parents; giving medical aid to sick and distressed in remote localities; apprehending criminals or fugitives from justice; assisting to put out fires in buildings, on wharves, or in forests, where no other help is available; rescuing stranded animals and vehicles from isolated places or quicksands; furnishing fuel, water, and food to persons cut off from supplies of those kinds, etc.

There was not a day throughout the entire fiscal year when the Coast Guard cutters or stations were not engaged in some kind of definite assistance to the public. The daily average of instances involving rescue, salvage, and other humanitarian work was 9; the maximum number of such cases for any one day was 31. These results were accomplished by the entire equipment of the service, consisting of 22 cruising cutters, 26 harbor cutters, and 270 stations located at various ports and outposts along the seacoast and Great Lakes.

The promptness of response to calls for assistance and the efficiency of the personnel are best attested by the results recorded herein. As noted in previous reports, the training and discipline necessary to fit the Coast Guard personnel for work of this nature in times of peace are of such a character as to be of decided value for purposes of national defense. On April 6, 1917, when the President's proclama-

tion declared a state of war to exist with the German Empire, the entire Coast Guard was, without confusion, immediately mobilized with the various divisions and districts of the Navy, in accordance with the act of January 28, 1915, which created the Coast Guard and declared it to be a part of the military forces of the United States.

The activities of the Coast Guard are classified under appropriate headings and in greater detail as follows:

ASSISTANCE TO VESSELS IN DISTRESS.

Pursuant to law, the usual intensive cruising of Coast Guard cutters was ordered during the season of severe weather between December 1 and April 1. This was, of course, in addition to the regular patrol of the coasts maintained by the stations and the normal cruising of the cutters at all times of the year. In November the following letter was addressed to the President:

TREASURY DEPARTMENT,
Washington, November 9, 1916.

THE PRESIDENT,
The White House.

SIR: I have the honor to state that section 1536 of the Revised Statutes of the United States provides as follows:

"The President may, when the necessities of the service permit it, cause any suitable number of public vessels adapted to the purpose to cruise upon the coast in the season of severe weather and to afford such aid to distressed navigators as their circumstances may require; and such public vessels shall go to sea fully prepared to render such assistance."

In accordance with the provisions of this section, the custom has been to designate such vessels of the Coast Guard as are stationed upon the dangerous coasts of the United States to perform special winter cruising.

I therefore recommend that the following-named vessels of that service be designated to perform the duties above mentioned during the coming season: *Ossipee, Androscoggin, Gresham, Acushnet, Mohawk, Seneca, Yamacraw, Apache, Pamlico, Seminoles, Onondaga, and Itasca.*

Respectfully,

BYRON R. NEWTON, *Acting Secretary.*

Approved:

WOODROW WILSON.

The coast covered by this patrol extended from Eastport, Me., to Cape Canaveral, Fla., and the following order embraces generally the detailed instructions given to each of the several cutters named in the Executive order:

TREASURY DEPARTMENT,
UNITED STATES COAST GUARD,
Washington, November 23, 1916.

COMMANDING OFFICER, COAST GUARD CUTTER "YAMACRAW,"

Norfolk, Va.

SIR: 1. The President having designated the *Yamacraw* to cruise under the provisions of section 1536, Revised Statutes, and to afford such aid to distressed navigators as their circumstances may require, you are directed to put your command in readiness to actively perform this important duty from December 1 next until April 1, 1917.

2. In order that you may be able to extend relief to the crews of vessels in distress, the *Yamacraw* should be provided with provisions, water, and fuel in such quantities as can be conveniently stowed. Having duly prepared your command for the work contemplated by these orders, you are directed to cover a cruising district extending from Great Egg Harbor, N. J., to Cape Hatteras, N. C., returning to Norfolk only when want of fuel, provisions, or other good reasons require, keeping at all times a vigilant lookout for vessels in need of assistance.

3. Your attention is directed to articles 992-998, inclusive, of the regulations, and it is expected that you will cover your cruising district in the most effective manner and extend such aid to those in need as it may be in your power to render. Arrange-

ments will be made with the superintendents of the fifth, sixth, and seventh districts for the transmission, by telegraph or otherwise, of such information regarding wrecks, vessels in distress, etc., as may enable you the more expeditiously to carry out the intent of these instructions.

4. From the first port entered after having rendered assistance of any kind, you will submit a report upon the usual form (2625), giving such particulars as will show fully the service performed. The details shall be made clear and comprehensive.

5. You will be careful to enforce the customs and navigation laws throughout your cruising district by causing vessels fallen in with to be boarded and examined. Ample boarding lists will furnish evidence of the proper performance of this duty. You will confer with all chief officers of the customs at such ports as you may visit, with a view to the correction of infractions of law, and keep these officers informed as far as possible of your movements so that they may speedily communicate with you at all times relative to the work of your command and enable you to execute any particular duty with certainty and dispatch.

6. The movements of your command will be reported to headquarters, in accordance with regulations and general orders upon the subject. If a stay in port is of 24 hours' duration or over, this fact will be reported at once to headquarters by mail at the end of each 24-hour period in port, stating the reasons for such stay. These daily reports need not be made while the vessel is lying at anchor in the vicinity of the Capes of the Chesapeake, standing by to answer calls for assistance.

7. Should you gain information of the presence of derelicts or wrecks within your cruising district, in the path of commerce, whether within or without the navigable waters of the United States, you will act in accordance with the instructions set forth in Appendix A of the regulations.

8. You will, as far as practicable, keep in close touch with vessels of the service on adjacent stations and with available shore stations, by means of the radio telegraph, to the end that you may take prompt advantage of such means in the effective discharge of your duties.

9. You will inform the officers of your command that no leaves of absence will be granted during the winter-cruising period, except in urgent cases.

10. The successful accomplishment of the objects herein indicated will require on your part constant and energetic direction and, therefore, besides attending to the usual duties of your station, you are given full latitude to respond in all cases where you may be useful in aiding distressed mariners or otherwise in the performance of your duties. It is expected that you will devote your time and best energies to the faithful discharge of your obligations as imposed by law and regulations and that you will leave no effort untried to make for your command an enviable record. Headquarters will regard with interest the progress of your work and will be gratified to hear of any special or important service rendered by your command.

11. At the expiration of the winter-cruising period, you will submit a detailed report of the work performed by your command from December 1 to April 1. This report will embrace only the performance and results of your winter cruising and should not contain recommendations as to ship or personnel.

Respectfully,

E. P. BERTHOLF,
Captain Commandant.

The results of this winter cruising, and of the rescue work of the service generally for the entire year, are tabulated in chronological order, beginning on page 123, and opposite each incident is a brief statement covering the salient points of the aid given. Even a casual glance at these remarks will show the great diversity of the work and the wide range of disasters and untoward incidents that befall seafaring folk, and it will be noted that these events are not confined to periods of inclement weather. When sailing vessels formed the greater part of the world's shipping, but few disasters occurred during fine weather, and in consequence it was not so essential to maintain great vigilance in other than stormy periods, but the substitution of machinery for sail power has changed all this—marine disasters no longer coincide closely with the vicissitudes of wind and weather—and now all agencies of the Coast Guard are required to be continually on the alert in fair weather and foul. To illustrate the character

of the service required of the cutters and stations, the more important incidents of the year are described below:

Schooner City of Baltimore.—On July 5, 1916, this vessel, bound from Tampa, Fla., to Houston, Tex., with a cargo of phosphate rock, was overtaken by a northeast gale of hurricane violence and entirely dismasted. At the mercy of wind and sea for a time, her crew finally rigged jury masts, and with such spread of sail as could be improvised, steered for a harbor at Mobile. On the afternoon of the 8th, badly leaking, she anchored off the entrance of the port named and hoisted a signal of distress. Still at anchor, she was found on the afternoon of the 9th by the cutter *Tallapoosa*, which was cruising along the coast on the lookout for storm-crippled vessels. The schooner rode to the tide in the trough, with the seas breaking heavily over her. From the heavy and incessant pounding she was receiving by the seas falling upon her decks, it was feared her hatches might give way at any moment and admit the water below deck, the added weight of which would have sent her to the bottom. However, the cutter soon had a line on board, and the vessel in tow for shelter, and in a short time she was across the bar and riding at a safe anchorage in Mobile Bay.

Schooner Frederic A. Duggan.—On the afternoon of August 5, 1916, the cutter *Gresham* received radio orders to proceed to sea to the assistance of the American schooner *Frederic A. Duggan*, reported in distress 73 miles east of Nantucket Shoals Lightship. The cutter left Boston harbor in the early morning of the day named, standing various courses in the progress of her search, and sending out inquiries by radio as she proceeded. On the morning of the 6th she reached the reported position of the schooner, but was unable to find any trace of her. About midafternoon she picked up a radio from the United States gunboat *Marietta*, stating that she was standing by the schooner in latitude 41° 20' North, longitude 70° 09' West, some 20 miles east of the lightship. The *Gresham* reached the scene shortly before midnight and relieved the *Marietta*. The *Duggan*—a vessel of 1,337 tons, more than three months out of Cardiff, Wales, for Philadelphia, with a cargo of china clay—was half full of water, short of provisions and fuel, and her bottom was so foul that she could make little headway in any wind less than a gale. A line was shot over the vessel and an 8-inch hawser sent aboard and made fast. The cutter arrived off Sandy Hook with her tow on the morning of the 7th. There, two tugs, called by radio, took charge of the schooner and proceeded with her to her destination. Schooner and cargo were valued at \$71,000.

Steamer Bay State.—The *Bay State* was a 2,262-ton vessel, valued at \$300,000. She went on the rocks at Hollicoms Cove, Me., in a fog early in the morning of September 23, 1916, while on voyage from Boston to Portland, Me., with a general cargo valued at \$80,000. Vessel and cargo were totally lost. The 175 passengers were safely taken off by boat crews from the cutter *Ossipee* and station 10 (Cape Elizabeth, Me.), with no loss of life. The crew of station 10 were apprised of the stranding by the blowing of the steamer's whistle. After a call had been sent for the *Ossipee*, the station keeper and part of his men put out in the surfboat to investigate, while the others of the crew proceeded to the beach with the breeches buoy gear. The surfboat went alongside in a strong sea, but the master of the vessel would not consent to anyone being taken off until the cutter arrived. The surfmen then stood by. Sometime later in the morning the ves-

sel worked around broadside to and began to roll heavily. This caused the master to change his mind, and the work of taking off the passengers was now begun by the coast guardsmen, assisted by several local fishermen. The *Ossipee* appearing at 6 a. m., boats were sent away from her to join in the work. The undertaking was rendered exceedingly difficult and dangerous by the heavy roll of the vessel, but it was accomplished without accident, some of the people being put on board tugs standing by, some on the cutter, and some taken ashore. The steamer was so badly damaged that no attempts were made by cutter or tugs to float her. As master and crew could not be prevailed upon to leave the steamer, the *Ossipee* returned to her station, leaving the crew of the shore station to keep watch. As the sea increased during the day, and the fog continued to envelop the vessel, the beach apparatus was kept on the beach ready for instant service in case it should be required. At 10.30 p. m., upon signal from the steamer, the beach gear was set up and the 14 persons that remained on board were brought ashore.

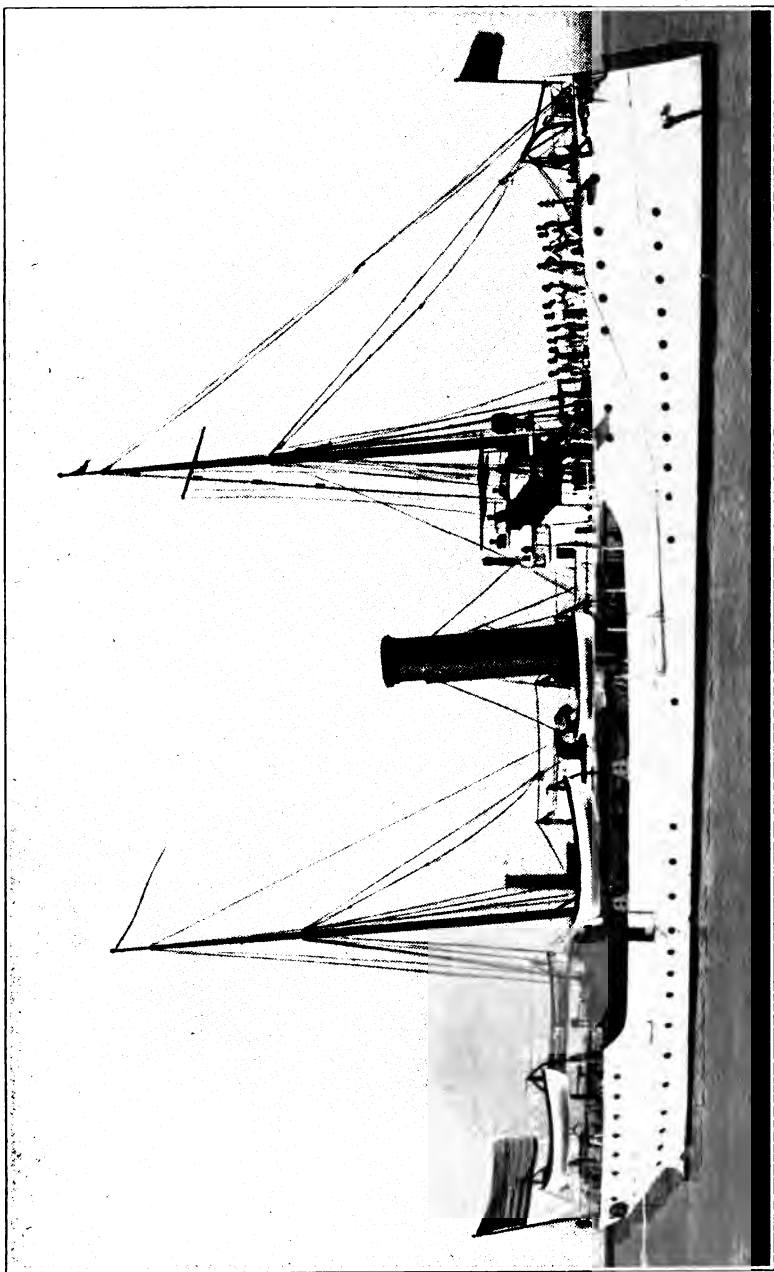
Steamer Antilla.—On the evening of October 7, 1916, the *Onondaga*, in harbor at Norfolk, Va., picked up the following radio message from the Ward Line freight steamer *Antilla*: "Afire 120 miles east of Norfolk. Will you come and take tow?" At 9.30 p. m. word was received that the crew of the steamer had taken to the boats. Upon receipt of the first message officers and crew of the cutter on shore leave were recalled, and preparations started for getting under way, but the cutter was still shorthanded when the second message was picked up. She nevertheless lost no time in putting to sea. The *Antilla* was found the next morning—the 8th—with the steamers *Morro Castle* and *Somerset* standing by. The information to the effect that her crew had abandoned her proved erroneous, although the situation on board was found serious enough to justify that action. When the *Onondaga* appeared the bridge and officers' state-rooms were in flames, and the cargo of hardwood and sugar was furiously ablaze. Fortunately the sea was calm and there was practically no breeze. The cutter took a position at right angles to the *Antilla's* port side, and by going ahead and backing managed to keep her bow near the fire, which was all amidships, enabling the cutter to play two lines of hose on the fire. After the fire had been extinguished above deck, attention was directed to the bunkers and hold. There was not sufficient hose available to reach the entire area of the fire, and, in consequence, it was impossible to get the flames completely under control. It was therefore decided to batten down the hatches, make fast alongside the vessel, steam with all possible speed with her to the capes, fight the fire as she continued on her way to port, and in the meantime order a tug from Norfolk to meet cutter and tow. This plan was adopted, after part of the *Antilla's* crew had been put aboard the *Morro Castle*. While lines were being run to the vessel the steam yacht *Pacifique* appeared out of the fog. The *Antilla* had had this vessel in tow when she found herself in danger from fire. The *Pacifique's* boilers were disabled, but she refused a tow from the *Somerset*, preferring to remain near the *Onondaga*. In addition, she was entirely out of provisions. When a supply had been furnished her the cutter got under way with the *Antilla*, the *Pacifique* following along under her own steam, but with a line running ahead to the *Antilla's* stern. When the vessels had been several

hours on their way the naval tug *Sonoma* ran alongside the *Antilla* and put out all fire above decks. She then started to pump water into hold and bunkers, and when Cape Charles was reached, about noon of the 9th, the fire was well under control. Both disabled vessels were anchored on the evening of the 9th in Lynnhaven Roads, where the *Onondaga*, with the assistance of the tugs *Albatross* and *Resolute*, continued to fight the fire until the *Antilla* began to list from the great quantity of water taken on board. Fearing she might sink, all hatches, ports, and ventilators were closed to await daylight. On the morning of the 10th, the cutter and tugs took the steamer into Hampton Roads, where she was left in care of the tugs, which finally put out the fire. The steamer, which was valued at \$500,000, suffered damage to the amount of \$150,000. Her cargo, valued at \$350,000, was totally destroyed by fire and water.

Five calls answered in one day.—Answering five calls for assistance in one day, rendering effective service in each case, and rescuing several persons from actual danger in two of the five instances, is the exceptionally creditable record made by the crew of station 97 (Sandy Hook, N. J.) on November 5, 1916. The day's work began at 10 a. m., when the station lookout discovered the launch *Annie E.*, with eight persons on board, making distress signals one-fourth mile to the north. The station crew put off to her in their lifeboat and found her engine disabled. They towed her to a safe anchorage and made repairs. At 12 o'clock noon the 13-ton gasoline fishing sloop *Mary E. Combs* was sighted in a dangerous position a quarter of a mile northwest of the station. The wind was blowing strong and the sea was rough, and she stranded before assistance could reach her. Luckily she drove so high on the beach that the 37 persons on board were able to reach dry land without help. The station crew removed her machinery, and a fortnight later hove her afloat. The launch *Scout*, disabled with a balky motor, was sighted adrift a mile east of the station at the same time as the *Mary E. Combs*, but as the situation of the latter appeared to be the more serious, the coast guardsmen went to her first. Having done all they could in the case of this launch, they went and picked up the *Scout* and towed her to safety. About 3.15 p. m. the 13-ton gasoline fishing sloop *America*, from Jersey City on a fishing trip, had motor trouble $1\frac{1}{2}$ miles east of the station. Wind and sea were still unfavorable, and her party of 24 persons were in undoubted danger. Answering her distress signals the boat from station No. 97 passed her a line and towed her to a safe anchorage in Sandy Hook Bay. Word that the launch *Thomas Carroll* was in trouble 7 miles south by east of the station was received by the keeper at 1 p. m., but the difficulties of the launches *Scout* and *America* engaged the attention of himself and crew most of the afternoon, and he was therefore unable to get away to the *Carroll* until 5.30 p. m. This launch also was found having trouble with her engine. When the coast guardsmen reached her it was dark. It appears that stations Nos. 99 and 100, having been informed that the crew of station No. 97 were on their way to the launch, went abreast of where she lay at anchor, with the intention of going off to her in the surfboat in case she should drag ashore. On seeing the flashlight signal of the boat from station No. 97 the men on shore turned their beach lights on the launch. Passengers and crew, numbering four persons, were then taken off.

Barge Dunmore.—Shortly after 6 p. m. of November 23, 1916, the lookout at station 53 (Brenton Point, R. I.) observed a barge adrift a third of a mile offshore, apparently one of two barges that had been seen a short time before passing along in tow of a tug. A full gale with rain prevailed, and as it seemed certain that the barge would drive shoreward the station crew immediately set out with their beach apparatus for the place where it was expected she would strike. Before they reached their destination, however, the barge fetched up some distance offshore, too far out for effective work with the breeches buoy. They thereupon hauled their apparatus back to the station, and went off to the barge in their surfboat. They found her anchored, but the waves were beating over her so furiously that they were unable to get alongside. There was nothing for them to do, therefore, but return ashore and wait for the sea to moderate or for the vessel to drive close enough in for them to put a line over her. On getting back to the station they again went abreast of her with their beach gear. They stood watch on the beach all night, meanwhile firing five shots in ineffectual attempts to reach her with the Lyle gun. At daylight of the 24th they turned to the boat again, only to find themselves unable to launch through the tremendous surf. They now fired five more shots, all of them falling short of the mark. About noon they turned once more to their boat, and after a hard struggle, in which some of them were at times up to their shoulders in the water, they got clear of the shore breakers. Reaching the vessel, they took off her crew of four and brought them safely ashore. Commenting upon this service, which it appears was performed in a reef-infested locality, the district superintendent says that the courage, skill, and endurance of the rescuers were taxed to the utmost. Their work was regarded in the same light by Headquarters also, as expressed in a letter of commendation to the keeper.

United States transport Sumner.—The *Sumner*, bound from the Canal Zone to New York, lost her bearings in a fog on the night of December 11, 1916, when off the New Jersey coast, and went on Barnegat Shoals, becoming a total loss. She carried a crew of 142 and 190 passengers, a number of the latter being women and children. The work of rescuing those on board was participated in by the cutters *Mohawk* and *Seneca* and Coast Guard stations 112, 113, and 114. The number of persons taken off the transport was 305, as accurately as can be estimated. Of these, 24 (women and children) were taken ashore by a boat's crew from station 113, and 71 were transferred to the *Seneca* and 210 to the *Mohawk* by boat's crews from the three stations and the cutter first named. The *Sumner* struck the shoals at 10.40 p. m. Her whistle, calling for assistance, was heard shortly after midnight by the patrol from station 113, but as the fog prevented him from seeing the vessel, he could not tell where she lay, and her position was not determined until the station keeper, summoned by the service telephone, joined him on the beach. Upon ascertaining the location of the steamer, the keeper hastened back to his station, notified the two adjacent stations and sent out a call for a cutter. When the crew from station 114 appeared, he picked a boat's crew from the men of the two stations and put out in his power surfboat. The boat went alongside the transport at 4 a. m. of the 12th and offered assistance, but was requested to stand by, the master stating that he desired to await instructions from his superiors. The boat



A CRUISING CUTTER.
The "Seminole."



remained near the steamer until daylight, then returned ashore for the power lifeboat, the master having asked that the women and children be taken off. This task was safely accomplished in two trips. About 10 a. m. the *Mohawk* dropped anchor 200 yards off the *Sumner's* quarter. Two boats manned by men from the three shore stations now began the work of towing to the cutter the transport's boats loaded with soldiers and their baggage, it having been decided to furnish the soldiers transportation to New York on the cutter. This work was performed in a snowstorm. The *Seneca* appearing about 2 p. m., the *Mohawk* got under way and departed. An officer of the *Seneca*, sent aboard the transport with tender of assistance, found her hard and fast throughout her length, but making no water. At the master's request, the cutter put a 10-inch hawser on board. Strain was kept upon the hawser without result until the ebb of the tide forced a cessation of effort about 1 a. m. of the 13th. On the morning of this date two wrecking tugs appeared and joined the cutter in efforts to float the vessel. Work was continued steadily but without any success until sometime in the early morning of the 16th, when a radio from the *Sumner* advised the cutter that she was leaking badly, and asked that a boat be sent to take off the crew. The cutter's lifeboat accordingly put off and brought back 12 men. It appears that about this time one of the *Sumner's* boats had started for the cutter with 27 men aboard, but, unable to make headway in the gale that prevailed, had drifted to sea. Her load discharged, the cutter's boat gave chase, and overhauled this boat, but found herself unable to face the blow with the other boat in tow. In the meantime the crew of station 113 had also gone off to the transport in their power lifeboat. Seeing the *Seneca's* searchlight playing upon the two helpless boats a mile or more offshore, the station crew went out after them. The lifeboat took both boats in tow and started back, but the towline soon parted. A second line likewise failed to stand the strain put upon it. The line had just been made fast a third time when the wrecking tug *Rescue* appeared. The tug took on board the 27 men in the transport's boat, and, with the cutter's boat in tow, returned to her anchorage. Wind and sea prevented further operations during the night. The next morning a lifeboat from the *Sumner* drifted down alongside the *Seneca* and was taken on board. During the forenoon a boat from station 113 transferred to the *Seneca* 7 men from the transport and the 27 men picked up by the *Rescue* on the preceding night, then towed to the cutter one of her own boats containing the master and chief officer of the *Sumner*. This work was concluded about 6 p. m. of the 16th, and the cutter set out for New York, leaving 10 wreckers on the transport. The vessel was entirely abandoned on the 17th.

United States submarine H-3.—On the morning of December 14, 1916, this vessel, bound from Astoria, Oreg., to Eureka, Cal., went ashore in a fog at Samoa Beach, Cal., 4 miles above the entrance to Humboldt Bay. Indefinite information of the casualty reached Coast Guard station 318, 4 miles to the southward, at 9.20 a. m., less than half an hour after the stranding occurred. With the assistance of a two-horse team, ordered from Samoa, and several volunteers from the Lighthouse Service and the United States Engineers' force, the station crew covered the toilsome trip along the beach and over

the sand hills and arrived abreast of the vessel shortly after noon. The submarine lay broadside to, about 200 yards from the shore and in the thick of the surf. The seas were breaking entirely over her, and she was rolling so heavily that her superstructure dipped into the water from side to side. Her entire crew of 27 persons were inside of her, and the only sign of life on board was an occasional blast of her whistle. A line was promptly laid over the vessel, but apparently no attempt was made to get hold of it on board, and fearful that the crew of the submarine would be unable to cooperate, the keeper dispatched a team down the beach for the station surfboat. In the meantime the surf began to moderate somewhat as the tide turned ebb, and at 3 p. m. another line was shot across the vessel. Some of the crew of the *H-3* now appeared on deck, hauled in the shot line, and made fast the tailblock and hawser, but for some reason were unable to clear the gear. Seeing them abandon their efforts and go below after 15 or 20 minutes, the coast guardsmen then turned to their boat, which had arrived by this time, and pulled out to the vessel. The submarine was still rolling heavily, and to avoid risk of smashing the surfboat one of the service crew volunteered to jump on board and clear the lines. This errand was accomplished without accident, and the boat returned to the shore, leaving the surfman on the vessel in charge of the gear. Doubtless everything would have proceeded smoothly from this on, but for an accident. A crowd of several hundred persons—well intentioned but difficult to control—had assembled to witness the rescue. As is usual in such circumstances, many of the spectators insisted on lending a hand. When the gear was ready, somebody in the crowd gave the hawser a turn around a large tree stump. A moment later the stranded craft took an outward roll, and as the rope failed to "give" when it tightened, the pull of the vessel snapped it in two. Fortunately the whipline remained intact, and another length of hawser was sent out and set up. The work now went along without mishap, and all on board the submarine were brought to shore. Ineffectual efforts extending over the period December 15 to 20 were made by the cutter *McCulloch*, the U. S. steamer *Cheyenne*, and the naval tug *Arapahoe*, to float the *H-3*.

Motor boat Leland.—Fourteen men, aboard a burning motor boat in Lake Michigan, owe their lives to the circumstance that the crew of Coast Guard station 259, who had gone to Leland, Mich., on December 18, 1916, to be vaccinated, were detained until the 20th in the village named by the illness of a member of their party. The boat in question was in charge of four fishermen. They were out attending their nets in the early morning of the date last named, and while on this errand, 4 or 5 miles off shore, their boat caught fire from a lantern in the engine room. They had 10 lumbermen on board, whom they intended to carry on to North Manitou Island. The launch had no small boat, nor were there any life preservers or other life-saving appliances on board. Providentially, the Coast Guard crew, returning to their station from Leland, were only a mile and a half away from the boat when the fire broke out. They arrived in time to save passengers and crew, but only by the narrow margin of a few minutes. When they reached the vessel she was ablaze from one end to the other. Quick work and the utmost caution on the part of the rescuers were necessary, since a panic among the men on the launch

would have sent them scrambling in a body aboard the Coast Guard boat and doubtless have capsized it. Moreover, there was the imminent likelihood of an explosion on the burning vessel. As the coast guardsmen approached they caught up a line and life jackets, and for their own protection dropped overboard a 5-gallon can containing their reserve supply of gasoline. They put the bow of their boat squarely against the launch and held it there so as to keep their engine room as far as possible from the fire and at the same time prevent the men on the other boat from boarding them over the side. By this time the occupants of the launch—their clothing on fire, hair and eyebrows singed, and one of them overcome by gas and smoke and seriously burned—had been driven to the bow. The station keeper called to them to keep cool, and warned them not to try to save any of their baggage, which several of them had in hand. All did as they were told and in a few minutes all were safely off. Five minutes after they got away the tank of the launch exploded. For their services upon this occasion the rescuers were specially commended by Headquarters.

Schooner Irma Bentley.—On February 1, 1917, the 393-ton British schooner *Irma Bentley* left Galveston, Tex., for Port au Prince, Haiti, with a cargo of lumber. On the second day out she ran into a heavy northerly gale which swept most of her deckload overboard and started her to leaking badly. She was picked up by the steamer *Ikala* and towed 80 miles, when another gale was encountered, which broke the towing hawser and separated the two vessels. On February 5 the *Comanche* received information that the schooner was waterlogged 30 miles southeast of Heald Bank Lightship and almost out of provisions and water. The cutter found the schooner shortly after midnight of the 5th, put a 10-inch hawser on board and towed her the 63 miles back to Galveston. But for the timely assistance given by the *Comanche* the schooner and her crew of seven men would in all probability have been lost, as she could not have weathered the gale that rose shortly after she reached port. Vessel and cargo were valued at \$36,000.

Barge Rockland No. 7.—The *Rockland* was abandoned February 3, 1917, in the locality of Handkerchief Shoal Lightship, coast of Massachusetts, during a heavy blow, while on her way from Newport News, Va., to Fore River, Mass., in tow of the tug *Eugene Hughes*. The barge, a vessel of 957 tons, was valued at \$100,000, and her cargo of Scotch boilers at \$200,000. After cutting loose from the *Rockland* the tug put into Hyannis Harbor, Mass., so badly iced up that she was in danger of sinking. The cutter *Acushnet* put to sea within an hour after word was received that the barge was adrift, and after a cruise of three hours found her off Stone Horse Shoal. The sea was running very high and the wind was blowing from the northwest with a force of a whole gale. Moreover, the weather was bitterly cold. Conditions were such that the cutter was unable to stand near enough to the vessel to heave a line on board, or to send a line to her by boat. Resort was, therefore, had to the line-throwing gun. A line was laid across her at 7.30 p. m. and a 9-inch hawser sent away to her, but the line parted while the barge's crew were still trying to get the hawser on board. A second attempt was more successful, and by 10.30 the barge was under way in tow of the cutter. Owing to the severity of the weather, the *Acushnet* was

barely able to make 5 knots. When daylight broke on the 4th she shortened her hawser, preparatory to making harbor at Woods Hole. In passing Fisheries Pier at that port, to which it was the intention to moor the barge, the latter sheered suddenly and fouled a dolphin. The master thereupon let go his anchors and the cutter was compelled to leave the vessel for a time. Next day the barge, still at anchor, was observed to be dragging toward a dangerous reef. By means of a 6-inch line, run from barge to pier, she succeeded in hauling herself clear before actually touching bottom. Finally, with the help of the *Acushnet's* crew, she was moored to the end of the service wharf. The conditions under which the *Rockland* was saved are shown by the statement in the official report of the commanding officer of the *Acushnet* that two of the shots fired with the shoulder gun from aboard the cutter failed to carry the projectile the 50 feet that separated the two vessels at the time. But for the assistance afforded, both the barge and her crew of four men would undoubtedly have been lost.

Schooner-barge Daylight.—On the afternoon of February 4, 1917, the *Gresham* proceeded to the assistance of the schooner-barge *Daylight*, reported by radio adrift 100 miles south of Cape Sable, Nova Scotia. It appears that the tug *Resolute* had had the *Daylight* in tow en route from Halifax to New York, but had lost her in a heavy gale and was unable to pick her up. Having only sufficient coal to last her four days, the tug was under the necessity of calling for help. The *Gresham* was shorthanded on account of sickness among her crew, but she remedied this difficulty by borrowing men from the *Androscoggin*, then in port, and hurriedly put to sea. As both the tug and her tow were equipped with wireless, the *Gresham* was able to keep in touch with them as she proceeded. The weather was a whole gale with blinding snow squalls, and a tremendously heavy sea was running, causing the cutter to roll badly. In one particularly deep roll of the vessel the whaleboat dipped into the water, carrying away the forward davit guy, which released the boat, permitting it to crash into the large surfboat. Both boats were being rapidly smashed to pieces, and, as it was impossible to secure them, they were cut adrift. Before the cutter was able to find either the *Daylight* or the *Resolute* they became separated, the barge taking a course before the gale that would eventually have thrown her upon the rocky shore of Nova Scotia. Fortunately, the wind shifted to west-north-west, which set her away from the coast. The *Gresham* came upon her at 7.30 p. m. of the 6th, more than 48 hours after leaving port. She stood by throughout the night and at daybreak got a line over the barge after firing two projectiles. With an 8-inch hawser fast to the *Daylight* the cutter started for the nearest harbor of refuge—Shelburne, Nova Scotia. She made the harbor with her tow by 7 a. m. of the 8th. In rendering this service—one of the most arduous and difficult of the season—the *Gresham* was at sea for five days in a storm that at times reached the violence of a hurricane. In addition to rescuing the 16 men composing the *Daylight's* crew, property to the value of \$250,000 was saved by the cutter. (See special report, p. 102.)

Portuguese brigantine S. Thiago.—In the early morning of June 8, 1917, this 155-ton vessel, bound from the Cape Verde Islands for Norfolk, Va., went ashore near Coast Guard station 62 (coast of Rhode

Island) in a fog and was totally lost. Her crew of 20 and 51 immigrant passengers were taken off by the crew of the station named, assisted by local fishermen. A heavy surf was running when the brigantine struck, making the launching of a boat to the rescue an exceedingly difficult and perilous undertaking. Moreover, the state of the sea, once a launching was effected, was such that a boat could not run in alongside the vessel. The vessel's masts were gone, some of her planks on her port side missing, her starboard rail under water, and wreck stuff was thrashing about everywhere on board as well as over the side. Both crew and passengers, in extreme jeopardy and in more or less of a panic, were calling for help. The keeper watched his chance and in the brief period between seas ran in under the flying jibboom. Following his directions those on board crawled out on the boom and dropped into the tossing boat. The rescuers did not risk stopping long under the boom—only long enough at a time to get three or four persons. The time limit of safety reached, they would scud away with all speed to avoid being swamped or capsized by a breaking sea. Thus the work of rescue proceeded until all hands were off the doomed ship. In the quieter water some distance away from the wreck a number of the rescued persons were transferred to fishermen's boats standing by. With the assistance had from this source all were soon safely ashore. The shipwrecked persons, numbering 71 persons all told, some of whom were destitute and almost naked, were quartered overnight at stations 60, 61, and 62 and given every attention. On the 9th all were assembled at station 61 and transferred to the cutter *Manning*.

REMOVAL OF DERELICTS.

The year just closed was the eleventh year of the systematic destruction of derelicts and other floating menaces to navigation by our Government. The average number of derelicts destroyed or removed for the 10 years prior to last year's work was 26.8. The records for the past year show that only 11 were disposed of, but that number includes all that were reported or that came within the zones of effort on the part of the Coast Guard.

The destruction of derelicts is an interesting subject, and the work during the past year, like that of former years, was attended by circumstances which demonstrate the resourcefulness needed in each instance. Probably the following two instances are as illustrative of the work involved as any which could be related, viz:

Brazilian barge Nepthis.—The engines had been removed from this steel vessel and she was under tow from Maranhão, Brazil, to New York, for Deisel installation when she broke away from her towing vessel about December 16, 1916, and became a derelict. It appears that she was abandoned in latitude 40° 24' north, longitude 72° 30' west, her crew having been taken off by an Italian steamer.

On December 21 the information having come by radio the *Seneca* put to sea in search of her. The locality in which she was reported to have been seen last was searched, but no trace of her could be found. It was therefore presumed that she had sunk, the report stating that, when sighted, she was at anchor with her decks awash. The search by the *Seneca* was continued notwithstanding, and she was found about noon of the 22d in latitude 39° 42' north, longitude 72° 09' west, lying beam to wind and sea and making good weather of a south gale.

A boat was launched to run a line to the barge, but a rapidly rising wind and sea compelled the boat to return to the cutter with its work unaccomplished. During the night of the 22d the *Seneca* hove to, and on the following morning again located the *Nepthis*, which had drifted away in the darkness. By this time the barge had a list to port of about 30 degrees, but otherwise was weathering the blow fairly well. The cutter stood by her throughout the day and all the following night, unable, on account of weather conditions, to begin the work of salvage. On the morning of the 24th, the wind and sea having moderated, a boat's crew succeeded in putting a 10-inch line on board and the cutter got under way with her.

At sunrise of the 25th the wind, blowing from the northwest, suddenly freshened to the force of a gale and made up a bad sea. An hour or so later the hawser chafed through against the barge, setting her once more adrift. She immediately swung around in the trough, with beam to the wind. In this position she drifted to leeward at the rate of $2\frac{1}{2}$ miles an hour, with frequent seas breaking over her weather rail. As it was evident she would soon founder if not picked up, a buoyed line was sent down to her, the launching of a boat being altogether out of the question, and the hawser was again run. The extent of this task will be understood when it is stated that it consumed five hours of the most discouraging labor, there being no power or other facilities on the barge for handling the lines. With the hawser finally secured, the *Seneca* again steamed ahead, worked under the Long Island shore for a lee, and shortly after 9 a. m. of the 26th stood up for quarantine at New York and turned the barge over to a tug representing the agents.

Schooner T. W. Dunn.—On the morning of October 25, 1916, while standing to the southward past Diamond Shoals, the *Seminole* found this vessel, derelict. She was water-logged, all masts gone by the board and floating in the water alongside, bow stove in, a portion of her bulwarks missing, and the rudder disabled.

A hawser was put on board and made fast to her bow bits, and while she was proceeding under tow, a boat's crew from the cutter rigged up a jury steering gear. The vessel was towed along at a speed of 3 knots without accident until about midafternoon, when her decks gave way under the pressure of her water-soaked cargo of lumber and she sank by the bow in 23 fathoms in latitude $34^{\circ} 35'$ North, longitude $76^{\circ} 01'$ West. The towing hawser was hove in as far as possible and cut, and two spars that remained on the vessel were pulled out and taken in tow. The cutter then stood northwest until she made 15 fathoms, when she anchored for the night. She returned next morning to the place where the schooner went down, and found afloat a portion of her deckhouse with the stump of the mizzenmast attached. A mine, placed underneath the wreckage, destroyed all that remained of the *Dunn* as a menace to navigation.

MEDICAL AID TO AMERICAN FISHERMEN.

The act of June 24, 1914, provides—

That, in the discretion of the Secretary of the Treasury, any of the revenue cutters provided for in this act, or any other revenue cutter now or hereafter in commission, may be used to extend medical and surgical aid to the crews of American vessels engaged in the deep-sea fisheries, under such regulations as the Secretary of the

Treasury may from time to time prescribe, and the said Secretary is hereby authorized to detail for duty on revenue cutters such surgeons and other persons of the Public Health Service as he may deem necessary.

Under this authority the *Androscoggin* cruised in the vicinity of the fishing banks off Nova Scotia and Newfoundland and the *Unalga* made a cruise for the relief of fishermen who ply their vocation in the Bay of Alaska.

The *Androscoggin* made one cruise in July, 1916, during which she visited ports of Nova Scotia, Newfoundland, and St. Pierre, and investigated conditions on the Grand Banks. She was then undergoing repairs until January, 1917, when she made another cruise, working from Shelbourne, Nova Scotia, as a base. Medical aid was rendered to 28 fishermen during these two cruises. During the January cruise the *Androscoggin* went to the aid of the British steamer *Sable I*, disabled in the ice on the east coast of Nova Scotia, and towed that vessel to Louisburg, Cape Breton Island. After the return of the cutter to Boston, in January, 1917, no further cruises were made to the eastern fishing banks, owing to the complications of the international situation.

In response to urgent requests from the fishing industry at Seattle, Wash., the *Unalga* was assigned in December, 1916, to cruise along the fishing banks in the Bay of Alaska, for the purpose of rendering all possible assistance to the fishing vessels that frequent that stormy section in the winters. She sailed from Seattle January 4, 1917, and returned to that port March 16, 1917. She covered the fishing grounds between Sitka and Kodiak, encountering severe weather and fell in with 19 vessels in need of assistance. During an unusually heavy gale—January 30 to February 1—the vessel was badly iced up and two officers and several men sustained severe frost bites. The vessel was not materially damaged. (See special report, p. 104.)

CUSTOMS LAWS.

All units and agencies of the Coast Guard are required by law to enforce customs laws at all times. At Boston, New York, Philadelphia, Baltimore, Savannah, Pensacola, Mobile, New Orleans, San Francisco, and Seattle 12 harbor cutters in all are maintained for the principal purpose of aiding the customs authorities at those ports in boarding incoming foreign vessels and performing other customs duty.

In the enforcement of customs laws instances occur where the reported violation of the law prove to be groundless, yet the work involved in such cases requires as much care as genuine cases, as illustrated by the following incidents:

On three successive days—August 3, 4, and 5, 1916—the crew of station 311 (at Point Adams, Oreg.) assisted the customs authorities at Portland, Oreg., in a search for a vessel suspected of carrying on smuggling between the port named and British Columbia. The search, which was carried to the harbor entrance, was made in the service power lifeboat, with two customs officers accompanying the station crew. Several hours of each day were given over to the work. The quest was fruitless, however.

On August 1 to 6 service similar to the foregoing was performed also by the Coast Guard crew of station 310, on the north side of the

Columbia River entrance, to assist the customs office at Astoria. In this instance the station crew were asked to look out for and apprehend a power fish boat reported to have made several trips to and from British Columbia with cargoes of liquor. On August 1 the river entrance was patrolled, but without finding any trace of the smugglers. On the 6th a customs officer was carried out to intercept a fish boat, bound in, suspected of having whisky on board. The boat was boarded and searched, but found to be innocent of any violation of law.

On the afternoon of August 14, 1916, the keeper of station 19 observed three men with bags on their backs going from cottage to cottage in the neighborhood of the station. Upon inquiring as to their business he learned that they were offering for sale at ridiculously low prices furs claimed to have been smuggled into the country. The keeper reported the matter to the customs authorities at Gloucester, Mass., and was instructed to look into the alleged claim of the peddlers. He accordingly enlisted the aid of a police officer and set out to investigate. The men were apprehended as they were about to leave the beach in an automobile. To conceal the purpose of the investigators they were asked if they had a license to peddle. They denied having offered anything for sale. They were taken to the police station, however, where the keeper later confronted them with several cottagers who claimed to have made purchases from them. Upon the statements of these persons they were charged with having peddled without a license and detained. The next morning, in court at Amesbury, Mass., two of them pleaded guilty to the charge and were fined \$20 each. The third man was let off because of insufficient evidence against him. As to the smuggling feature of the case nothing definite was established. The men produced a bill of sale which upon its face showed that they had purchased the furs from a firm in New York. After the fines were paid the men lost no time in leaving the neighborhood. It was expected that a customs officer would be present at the trial, but he arrived too late to question the men.

ANCHORAGE AND MOVEMENTS OF VESSELS.

The Coast Guard has continued to enforce the rules and regulations promulgated by the Secretary of War in the matter of anchorage and movements of vessels at New York, Chicago, the St. Marys River, Mich., and certain other navigable waters. At the port of New York one cutter was detailed for a considerable portion of the year to supervise the loading of high explosives, and to enforce the regulations of the War Department for the safe handling of munitions, in the interests of public safety.

The regulation of traffic and movements of vessels through the locks and channels of the St. Marys River has been performed by the *Mackinac*, with the assistance of two launches and six permanent lookout stations, the latter being located at the several important points of the waterway at which the men can observe and time the passage of vessels. During the season of open navigation from April until December there passed through the locks 19,864 vessels and 1,252 barges, a total of 21,116. These vessels transported a total of 91,888,219 tons of freight, which is about 12,000,000 tons more than the previous highest record of 1913, and 20,000,000 tons more than

that of 1915. These figures are expressive of the constantly growing importance of the patrol.

It is gratifying to report that in only one instance was it found necessary to report and fine a vessel for violation of the St. Marys River rules. There were comparatively few cases where warnings were necessary (59 in all), and with one exception, above noted, a single warning was sufficient to insure prompt compliance with the rules thereafter. (See special report, p. 99.)

ENFORCEMENT OF NEUTRALITY, NAVIGATION, AND OTHER LAWS.

Neutrality.—During the time the United States occupied a neutral position in the foreign war, several vessels of the Coast Guard were assigned to the duty of enforcing the neutrality laws at such ports as the proper authorities deemed necessary or advisable.

Regattas.—As customary, cutters were assigned to patrol regatta courses in the interests of public safety at those places where facilities were available. On account of the war many of the usual annual regattas and marine parades were omitted. During the year 30 regattas were patrolled. (See tabulation, p. 265.)

Enforcement of navigation laws.—Various units of the Coast Guard boarded and examined 20,137 vessels during the last fiscal year for the purpose of ascertaining whether there were any violations of the customs, navigation, and motor-boat laws. Failures to observe the law in these respects were found in 857 cases, involving penalties in the total sum of \$205,429. A number of keepers of stations have been instructed in boarding duties and through this agency many craft have been examined which heretofore could not be reached by the cutters in their cruising districts. Although the supervision of maritime traffic by means of periodic inspections is one of importance in ordinary times, in time of war other duties of the cutters and stations are of much greater moment, hence the boarding lists for the past fiscal year are not so large as in the previous year.

Certification of lifeboat men.—As in the previous year, certain commissioned and warrant officers of the Coast Guard, at the various ports where such officers are stationed, were engaged in examining merchant seamen, firemen, and other steamship employees as to their qualifications as "certificated lifeboat men" as contemplated by the so-called seamen's act. This duty was performed at the request of the Secretary of Commerce to supplement the facilities of the Steamboat-Inspection Service. The greater proportion of the merchant men were examined and certificated during the fiscal year ending June 30, 1916. There were, however, 6,279 of these men examined by the Coast Guard during the past year, of whom 4,082 were passed, and the remainder, 2,197, rejected.

EXPOSITIONS.

The presentation of the methods and work of the Coast Guard through public exhibitions was continued during the year, and satisfactory results have been obtained in enabling the people of the country to become acquainted with the purpose and operations of the service, by the demonstration of apparatus and explanation thereof, as well as by the exhibition of models and photographs. This was especially true on the tour of the "Safety first train," loaned

to the Government by the Baltimore & Ohio Railroad, and utilized by five different Government departments for the exhibition of methods and means used by them in the conservation of life and property. The itinerary of this train included territory as far west as Utah during the months of July and August, 1916. Upon its completion it was found that the train had been visited by over a half million people in 87 towns and cities of 16 States.

The exhibit installed in connection with the Panama-California Exposition at San Diego, Cal., was maintained up to the close of that exposition in December, 1916, and was awarded a gold medal for collective exhibit by the superior jury of awards.

PROTECTION OF THE FUR SEAL.

The patrol of the Bering Sea and North Pacific Ocean to enforce the provisions of law and the Convention of 1911 entered into by the United States, Great Britain, Russia, and Japan, has been continued. The *Manning*, *McCulloch*, and *Unalga* were assigned to this duty during the season of 1916, but for the season of 1917 only one vessel, the *Unalga*, could be spared for the work.

In addition to the patrol duties, the several cutters gave particular attention to assisting vessels in distress, enforcing the laws and regulations regarding the protection of game, fisheries, and furbearing animals, and, whenever practicable during the season, the mail was delivered to the fishing fleet. On a number of occasions medical aid was afforded the men of the fishing fleet by the surgeons attached to the cutters. On the several cruises to the westward the villages on the Aleutian chain were visited as often as possible, in order that the surgeons might give medical aid to the natives, and instruct them in the sanitation of their persons and dwellings. On these occasions assistance was given to the Department of Justice and Bureau of Education in investigating matters pertaining to their spheres of action in remote places.

As the sealing season is from April to September, the operations of the cutters covered a portion of two fiscal years, and the report for the season of 1916 is, therefore, carried in this volume. (See special report, p. 77.)

ICE PATROL.

Preparations were begun to resume the international ice-observation and ice-patrol service in February, 1917, and the *Seneca* was fitted out for service. Before the time set for her departure, however, the international situation was becoming acute and her orders were rescinded and all further preparations for the patrol indefinitely postponed.

SPECIAL CRUISES.

Bear.—This vessel returned to San Francisco December 4, 1916, having completed a cruise of 15,500 miles through the Bering Sea and Arctic Ocean from the time of her departure on May 2, 1916. The mail for northern Alaska, which had accumulated during the change of seasons, was taken on board at Seattle and landed over the ice at Nome, June 4. The *Bear* then determined the eastern limits of the ice fields and notified the northbound fleet of merchant steamers by radio. The usual cruises were made along the coast,

and all villages and Government schoolhouses were visited and inspected as far north as Point Barrow. Medical and other aid was given when needed to whites and natives alike; and Government business for other departments attended to. During the colder part of the season a special cruise was made to Unalaska because of a threatened epidemic at that place, and November 14, the *Bear* sailed for San Francisco, the last merchant steamers having left Bering Sea on that date. (See special report, p. 94.)

RESUSCITATION OF THE APPARENTLY DROWNED.

The work of the service crews relating to the recovery of bodies from the water and the rescue of persons from drowning runs to considerable proportions from year to year. The bodies recovered usually represent a number of cases of suicide, but most of the drownings are accidental, the victims having fallen from wharves, vessels, and small boats, or been overcome by cramps, exhaustion, or fright while swimming and bathing. The two classes of cases—persons apparently dead when taken from the water, and those manifesting animation in greater or less degree—run into scores, with fatalities particularly heavy during the bathing and boating season. In every instance in which the victims of such accidents are taken in charge by the coast guardsmen, whether the bodies are picked up by themselves or by outsiders, restorative measures are resorted to, unless there is every indication that the body has been in the water for such length of time as would preclude the possibility of restoring animation. Where the person has been under water for 10 or 15 minutes the chances of restoration are small; but as instances of resuscitation following much longer periods of submersion are of record, the Coast Guard takes nothing for granted. Any failure to attempt to restore life, even in cases of submersion continuing so long as 30 minutes, would be regarded as failure to perform the full measure of duty, although the chances of success in such cases are possibly one in a thousand. That the service crews leave nothing to conjecture is evidenced by the record of numerous instances in which they spend long and arduous effort in resuscitative manipulation, even when certain that their work will be of no avail.

Seventeen cases of resuscitation and 15 cases of attempted resuscitation, in all of which the victims had been under water for periods of half an hour or less, were reported for the past fiscal year. In 14 of the successful cases artificial respiration was employed for periods of from 5 minutes to 2 hours, accompanied by friction, while, in 3 cases friction alone was sufficient to effect restoration. Three of the 17 persons resuscitated were apparently dead when taken in hand, having been in the water from 5 to 10 minutes, and periods varying from 15 minutes to 2 hours were required to restore them. In none of the 17 cases was the victim in the water longer than 10 minutes.

INVESTIGATION OF LOSS OF LIFE.

Eleven casualties to vessels, in which a total of 27 persons were drowned, took place within the field of operations of the Coast Guard during the past year, as compared with 22 casualties during the pre-

ceding year. Only two of the vessels involved were documented. Eight were small craft—3 fishboats, 3 skiffs, a cutter's boat, and a canoe. The instance of the largest loss of life was furnished by the stranding of the steamer *Louisiana*, March 4, 1917, near Ocean City, Md. Only 1 of the 11 persons who perished upon this occasion was attached to the steamer's crew; the 10 others belonged to the crew of the cutter *Yamacraw*. These latter were drowned, some while working heroically alongside the stranded vessel, and some while endeavoring to save their shipmates whose lives had become imperiled while upon the venture mentioned. An account of this case appears below. In none of the 11 instances was any man or crew of the service chargeable with failure to perform his full duty.

A tabular record of the year's loss of life appears on page 285.

LOSS OF LIFE ON THE CUTTER "YAMACRAW."

In a hazardous service, such as the Coast Guard, where men must risk their lives to save others who are in perilous positions, it is expected that occasions will arise where the rescuers themselves are lost in their brave attempts to save the unfortunate. But few years have elapsed wherein one or more of the members of the Coast Guard have not been sacrificed in the interests of humanity. It remained for the year just past, however, to develop what was, in all probability, the most disastrous incident of this kind ever recorded in the annals of the Coast Guard, or of either of its forbears, the Revenue-Cutter Service and Life-Saving Service. Ten men of the crew of the cutter *Yamacraw* lost their lives on March 4, 1917, in an attempt to rescue the crew of the stranded steamer *Louisiana*. The conditions leading up to this catastrophe, and the circumstances attendant thereto, are best told in the following copy of Special Order No. 15, issued by the Secretary of the Treasury on April 2, 1917:

TREASURY DEPARTMENT,
Washington, April 2, 1917.

The American steamship *Louisiana*, bound from Tampico, Mexico, for Claymont, Del., with a crew of 28, including master, and a cargo of crude oil, was stranded during thick weather in approximately 3 fathoms of water, 1½ miles offshore and about 2 miles east-northeast from Coast Guard Station No. 146, at 6.43 a. m., March 4, 1917. The vessel was discovered by the patrol from that station when the fog lifted at about 8.20 a. m. The keeper of the station immediately notified the district superintendent by telephone and called for the assistance of the crew of the next northerly station, No. 145. The keeper and three surfmen of the latter station immediately responded, and the surfboat of station No. 146 was launched through a high surf at 10 o'clock a. m.; the steamer was visited and assistance offered. The master declined any and all assistance, save that he desired to send a telegram to the owners, which telegram he threw overboard in a bottle, to be picked up by the surfboat's crew. The master considered that only a cutter or wrecking tug could be of assistance to him. About 3 o'clock in the afternoon of the same day the *Louisiana* set the distress signal NC (assistance wanted). The surfboat was again launched in a still higher surf, and the steamer again visited, this time with considerable difficulty. It was found that the master only wanted to have the station again call for a wrecking tug or a cutter, and he positively declined to consider the landing of his crew. In returning to the shore about 5 o'clock, a sea boarded the power surfboat and carried overboard surfman No. 1, station No. 146, causing him some slight injury. There was at this time a moderate swell from the southeast and a strong east-northeast breeze, causing a rough sea and an occasional break on the shoal in the vicinity of the *Louisiana*, but less sea and no break in the deeper water. The swell caused heavy seas to break over the *Louisiana* from aft forward, this condition growing worse later in the day, and there

was a strong suction under her bow following each sea. After dark the *Louisiana* began showing flare-up lights and sending out urgent distress signals to the Coast Guard cutter *Yamacraw*.

The *Yamacraw* had left Norfolk, Va., about 7 p. m., March 3, to go to the assistance of the British steamer *Strathearn*, reported ashore at Metomkin Inlet, Va., and because of the advantage to be gained by reaching the stranded vessel about an hour before the early morning high water of the following day the commanding officer of the *Yamacraw* decided not to await the return of the men who were ashore on liberty. She therefore left port with about 60 per cent of her enlisted force. While searching for the *Strathearn*, the *Yamacraw* received the SOS call from the *Louisiana*, giving an erroneous report of her position, which caused the cutter to lose valuable time during daylight in locating the *Louisiana*. The calls from the *Louisiana* were urgent and for immediate assistance. The *Yamacraw* reached the scene about 8.10 p. m. on March 4, and anchored near the *Louisiana*. At the time the *Yamacraw* anchored the weather was somewhat thick and drizzling, with moderate northeast wind blowing fresh at times with heavy rain squalls. The sea was moderate, with an occasional long swell, sometimes a little confused. The visibility was poor, but the lights of Ocean City could be seen. The moon was obscured by clouds, mist, and rain, but afforded a slight degree of light. Conditions on and near the *Louisiana* could be discerned but poorly by means of the *Yamacraw's* searchlight. The sea was not too rough for rescue work by boats. The *Yamacraw* rode nearly head to the wind and sea, so that the two vessels had each other about two points on the port bow. Consultation was had between the commanding officer of the *Yamacraw* and other officers aboard, and the conclusion was reached that the weather and sea conditions were not unfavorable to assistance work, and in view of the urgency of the calls received from the *Louisiana* and the indications that the wind and sea both would increase before morning, making rescue work more dangerous if delayed, it was decided to remove her crew at once. There was no question in the minds of the officers or the crew of the *Yamacraw* as to the feasibility of the work at this time. Therefore, at about 8.20 p. m. a surfboat was sent from the *Yamacraw* to the *Louisiana*, containing the following men:

Gunner Ross Harris, in charge, at the steering oar; Master at Arms R. J. Grady; Quartermaster M. L. Kambarn; Seaman G. V. Jarvis; Ordinary Seaman M. L. Austin; Ordinary Seaman D. Fulcher; Ordinary Seaman R. L. Garrish; Ordinary Seaman R. E. Simmons; and Ordinary Seaman T. L. Midgett.

Gunner Harris was an expert boatman and had the entire confidence of the officers and crew, and the other men named were efficient boatmen. The surfboat was lowered from the *Yamacraw* without difficulty or accident and safely made the passage to the *Louisiana*. The commanding officer of the *Yamacraw* had requested by signal that the *Louisiana* use oil freely to form a slick for the surfboat, and this signal was acknowledged. A Franklin life buoy, with a running line attached, had been placed on the port quarter of the *Yamacraw* to be streamed in case the surfboat should have difficulty in reaching the vessel upon her return from the *Louisiana*. Gunner Harris made his boat fast with the painter under the port bow of the *Louisiana*, and had taken off one of that vessel's crew, when an unusually heavy sea, whose approach could not be seen in the darkness, struck the starboard quarter of the vessel, swept over her decks, and engulfed the *Yamacraw's* boat, which was caught in the backlash and hurled against the *Louisiana's* bow, throwing all the men into the water. Lighted life buoys were immediately dropped from the *Louisiana*, and the *Yamacraw* was promptly notified of the accident by occulting light signals. On account of the lack of trained oarsmen remaining on board the *Yamacraw*, it was not deemed safe at that time to lower another boat for the purpose of rescuing the men in the water. The vessel, however, was gotten under way with the least practicable delay and navigated in toward the men. She was stopped near a lighted buoy, to which Master-at-Arms Grady could be seen clinging. Grady left the buoy and attempted to swim to the *Yamacraw*. When it was evident that the attempt was beyond his strength, Steerage Cook J. J. Kennedy went overboard in a bowline, swam to Grady, and with much difficulty brought him alongside the vessel. Kennedy was obliged to loose his hold on Grady, who was then carried under the cutter as she rolled to starboard. When the ship rolled back to port, he floated out alongside just forward of the gangway. Second Lieut. W. J. Keester, who had gone down on the sea steps in the bight of a rope, grabbed Grady under the arms and raised him high enough to pass his hand to someone up the gangway. He then slipped his hand down Grady's side and seized him about the waist, when a sudden lurch of the vessel to port wrenched Grady from his grasp, and the latter fell back into the water. The dinghy, with Boys First Class William R. Hogarth and J. A. Dugger, was lowered to the water and hanging in the falls.

The boys attempted to save Grady as he was torn from the grasp of Lieut. Keester, but were unsuccessful. Hogarth and Dugger then unhooked the dinghy and let it ride to the painter. The painter parted, and they took to the oars and pulled to a lighted buoy, to which Ordinary Seaman R. E. Simmons was clinging. Being unable to get Simmons into the dinghy, they lashed him alongside and endeavored to row back to the *Yamacraw*, but the strong current which was now running carried the dinghy against the stakes of a fish pound, capsizing it and throwing the occupants into the water. In the meantime Boatswain Hermann Fiedler, Electrician Third Class Belton Miller, Boy First Class George L. Wynn, and Boy Second Class J. McWilliams had jumped into the whaleboat, which was lowered, and started in search of the men in the water. They found no one. The alongshore current was so strong that they could not pull back to the ship or to the Franklin buoy, which had been streamed. They were ordered by signal to anchor until the *Yamacraw* could be dropped down to them. They obeyed the order, but were in the edge of the breakers and, fearing the boat would be swamped, cast off the anchor line and pulled through the surf for the shore. Their boat was upset, but all safely reached land. In response to messages sent by occulting light signals from the *Yamacraw* to Coast Guard Station No. 146, a patrol of the beach, both north and south, and a vigilant lookout, were immediately instituted by the members of that and adjacent stations. It is established by competent testimony that it was not possible on account of the high and dangerous surf for the Coast Guard crews ashore to launch a boat to go to the assistance of the men in the water. The *Yamacraw*, having anchored after the dinghy and whaleboat left, again got under way and was maneuvered to a position near where the whaleboat was last seen, but by that time the boat had pulled through the breakers on the beach, although this fact was not known on board. After remaining in the vicinity of the breakers until hope had been abandoned of saving any of the endangered men, the *Yamacraw* moved offshore and anchored until daylight. No further attempt was made to render assistance to the *Louisiana*, as there remained on board the *Yamacraw* too few men to be able to accomplish anything in that direction. During the night the weather unexpectedly improved, and at daylight the *Yamacraw* proceeded to the southward in search of boats and bodies. None was found and the vessel returned to her headquarters at Norfolk.

As a result of this series of accidents one man, name unknown, from the *Louisiana* and the following-named men from the *Yamacraw* were lost:

Gunner Ross Harris, Master-at-Arms R. J. Grady, Quartermaster M. L. Kambarn, Seaman G. V. Jarvis, Ordinary Seaman M. L. Austin, Ordinary Seaman D. Fulcher, Ordinary Seaman R. L. Garrish, Ordinary Seaman R. E. Simmons, Ordinary Seaman T. L. Midgett, and Boy First Class J. A. Dugger.

The foregoing facts, circumstances, and conditions are established by the testimony elicited by a board of inquiry convened for the purpose of inquiring into the matter, and by a board of investigation convened in pursuance of section 9 of the act of June 18, 1878. The boards find that the loss of life was entirely unavoidable, and that no blame attaches to any person in the Coast Guard on account thereof. On the contrary, it is shown that the personnel of both cutter and stations did everything in their power to render assistance and to save life throughout the entire incident. The board of inquiry convened in connection with the disaster submits the following recommendations:

That a life-saving medal, second class, be awarded to Steerage Cook J. J. Kennedy for his heroic attempt to save Master-at-Arms Grady.

That the department publish a special order in commendation of the conduct of certain members of the crew of the *Yamacraw*, as follows:

Gunner Ross Harris, Master-at-Arms R. J. Grady, Quartermaster M. L. Kambarn, Seaman G. V. Jarvis, Ordinary Seaman M. L. Austin, Ordinary Seaman D. Fulcher, Ordinary Seaman R. L. Garrish, Ordinary Seaman R. E. Simmons, and Ordinary Seaman T. L. Midgett, for conspicuous gallantry in promptly and eagerly responding to the urgent calls from the *Louisiana* for assistance and making an attempt to rescue the crew of that vessel by means of the *Yamacraw's* surfboat.

Boy First Class J. A. Dugger, for zeal and devotion to duty in responding eagerly and fearlessly to a call for assistance and giving up his own life in an attempt to save the lives of his shipmates.

Boy First Class William R. Hogarth, Boatswain Hermann Fiedler, Electrician Third Class Belton Miller, Boy First Class George L. Wynn, and Boy Second Class J. McWilliams, for zeal and courage in their efforts to rescue their shipmates who were struggling in the water.

Second Lieut. W. J. Keester, for his effort to save the life of Master-at-Arms R. J. Grady.

In reviewing the report of the board of inquiry, the testimony submitted therewith, and the conclusions and recommendations of the board, the department is deeply

impressed by the fine examples of bravery, fidelity to duty, and self-abnegation shown to have been exhibited by those to whose lot it fell to take part in this unfortunate and tragic event. The department commends these officers and men in the highest terms.

True to the noblest traditions of the sea, faithful to their highest trusts, even to the sacrifice of their lives without thought of self, those who perished went voluntarily on their errand of mercy, that they might save the lives of their fellow men. The survivors, no less true to these noble traditions, and undismayed by the disaster which had overtaken their comrades, met the situation with a spirit of bravery and determination which calls forth the highest encomiums. To them the department extends its felicitations, and believes that the experiences of the occasion will serve as an inspiration to even greater endeavor and accomplishment.

Events like these, sad as they are, lend enduring luster to the service and strengthen still further its century-old traditions, of which our Government has the right to be proud.

It is directed that this order shall be read at a general muster to be held as soon as practicable after the receipt hereof, at every unit of the service.

WM. G. McADOO, *Secretary.*

APPROPRIATIONS AND EXPENDITURES FOR MAINTENANCE OF COAST GUARD.

Statement showing appropriations and expenditures for maintenance of the Coast Guard for fiscal year ending June 30, 1917.

APPROPRIATIONS.

Coast Guard, 1917.—For every expenditure requisite for and incident to the authorized work of the Coast Guard, as follows:

For pay and allowances prescribed by law for commissioned officers, warrant officers, petty officers, and other enlisted men, active and retired, temporary and substitute surfmen, not exceeding 21 cadets and cadet engineers who are hereby authorized, and 1 civilian instructor.....	\$3, 780, 000. 00
For rations or commutation thereof for warrant officers, petty officers, and other enlisted men.....	430, 000. 00
For 12 clerks to district superintendents, at such rate as the Secretary of the Treasury may determine, not to exceed \$900 each..	10, 800. 00
For fuel and water for vessels, stations, and houses of refuge.....	260, 000. 00
For outfits, ship chandlery, and engineers' stores for the same....	310, 000. 00
For rebuilding and repairing stations and houses of refuge, temporary leases, rent, and improvements of property for Coast Guard purposes, including use of additional land where necessary.....	175, 000. 00
For actual traveling expenses or mileage, in the discretion of the Secretary of the Treasury, for officers, and actual traveling expenses for other persons traveling on duty under orders from the Treasury Department.....	30, 000. 00
For carrying out the provisions of sections 7 and 8 of the act approved May 4, 1882.....	50, 000. 00
For draft animals and their maintenance.....	20, 000. 00
For telephone lines and care of the same.....	20, 000. 00
For compensation for special services.....	64, 000. 00
For contingent expenses, including supplies and provisions for houses of refuge and for shipwrecked persons succored by the Coast Guard, wharfage, towage, freight, storage, repairs to station apparatus, advertising, surveys, medals, stationery, labor, newspapers and periodicals for statistical purposes, and all other necessary expenses which are not included under any other heading.....	50, 000. 00

In all..... 5, 199, 800. 00

DEFICIENCY APPROPRIATION, COAST GUARD.

To supply a deficiency in the appropriation for the Coast Guard, 1917:

For pay and allowances.....	\$94,000.00
For rations or commutation thereof.....	12,000.00
For outfits, ship chandlery, and engineers' stores for the same.....	40,000.00
For actual traveling expenses or mileage.....	5,000.00
For compensation for special services.....	1,800.00
For contingent expenses.....	15,000.00

In all.....	\$167,800.00
Transferred from naval appropriations to supply deficiencies.....	706,900.00

Total for maintenance Coast Guard.....	6,074,500.00
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Repairs to Coast Guard cutters, 1917:

For repairs to Coast Guard cutters.....	175,000.00
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To supply a deficiency in the appropriation for repairs to Coast Guard cutters, 1917.....	25,000.00
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Total for repairs to Coast Guard cutters.....	200,000.00
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NEW CONSTRUCTION.

Cutters.—Naval act August 29, 1916: That the Secretary of the Treasury is hereby authorized and directed to construct and equip two steam Coast Guard cutters for service on the Pacific coast and in Alaskan waters, at a total cost not to exceed the sum of \$700,000; one steam Coast Guard cutter for service as an anchorage patrol boat in New York Harbor, at a cost not to exceed the sum of \$125,000, such vessel to be especially constructed for ice breaking; to purchase or construct and equip two or more cutters for service in harbors and shoal waters, at a total cost not to exceed \$50,000; to purchase or construct and equip three light-draft river steamboats, including lifeboats and such other life-saving appliances and equipment as may be necessary, to be used in rescuing lives and property and in distributing food and clothing to marooned people during flood times on the Mississippi and Ohio Rivers and their tributaries, for patrolling said waters for the enforcement of navigation and motor-boat laws, and for rendering aid to vessels in distress, at a total cost not to exceed \$240,000. On account of Coast Guard vessels herein authorized, to be available until expended.....

400,000.00

Stations:

Repairing and rebuilding Coast Guard stations, Gulf of Mexico, 1916 and 1917—balance on hand July 1, 1916.....	67,077.97
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Establishing Coast Guard stations—balance on hand July 1, 1916.	41,707.25
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No appropriation for fiscal year 1917.

EXPENDITURES, COAST GUARD, 1917.

Pay and allowances:

Commissioned officers—

Pay active list (including cadets and instructor).....	\$662,675.74
Pay retired list.....	183,178.80
Commutation for quarters.....	33,866.90
Heat and light.....	6,407.45
	<hr/>
	\$886,128.89

Warrant officers and enlisted men—

Pay active list.....	2,745,006.72
Pay retired list.....	233,621.48
Commutation for quarters.....	4,420.00
Clothing allowance.....	64,485.00
	<hr/>
	3,047,533.20

\$3,933,662.09

Rations:

Commuted.....	270,711.70
In kind.....	192,841.00

463,552.70

Clerks to district superintendents.....	10,259.00
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PLATE II.



RECOVERY OF A DERELICT.
Barge "Nepthis" picked up by "Seneca."



Fuel and water:		
Coal.....	\$197,882.54	
Fuel oil.....	42,027.31	
Gasoline.....	27,601.33	
Wood.....	12,825.10	
Water.....	7,304.26	
		\$287,640.54
Outfits, ship chandlery, etc.....		380,343.80
Rebuilding and repairing stations, etc.:		
Rebuilding and repairing.....	152,241.45	
Temporary leases, etc.....	19,784.24	
Rental submarine signal apparatus.....	1,230.00	
		173,255.69
Travel.....		41,599.27
Provisions act May 4, 1882 (disability claims).....		15,833.66
Draft animals and their maintenance.....		21,779.33
Telephone lines.....		619,683.20
Special services: Pay of civilian employees in the field, including care-takers of stations where necessary.....		62,091.51
Contingent expenses:		
Advertising.....	\$212.11	
Burial of seamen.....	176.00	
Communication service.....	11,828.95	
Courts, etc.....	1,031.67	
Furnishing of light, heat, power, etc.....	4,482.41	
Labor.....	4,957.36	
Medals.....	176.96	
Newspapers and periodicals.....	581.18	
Pilotage.....	93.82	
Stationery.....	2,500.00	
Subsistence and support of persons.....	1,464.91	
Repairs to station apparatus.....	18,620.37	
Transportation of things.....	17,288.40	
Miscellaneous.....	1,355.39	
		64,769.53
Total expenditures.....		6,074,470.32
Unexpended balance.....		29.68
Amount of appropriations and advances from Navy.....		6,074,500.00
Repairs to Coast Guard cutters.....		194,325.65
Unexpended balance.....		5,674.35
Amount of appropriation.....		200,000.00
NEW CONSTRUCTION.		
Construction of cutters:		
Two cutters for Pacific Coast, expended.....		22.74
One cutter for New York Harbor, expended.....		45.00
Two or more cutters for harbors and shoal waters, expended.....		10,700.00
Three river steamboats, expended.....		21,879.40
Total expenditure.....		32,647.14
Unexpended balance.....		367,352.86
Amount of appropriation.....		400,000.00
Repairing and rebuilding Coast Guard stations, Gulf of Mexico, 1916 and 1917:		
Balance July 1, 1916.....		67,077.97
Expended.....		40,483.61
Unexpended balance June 30, 1917.....		26,594.36
Establishing Coast Guard stations:		
Balance on hand July 1, 1916.....		41,707.25
Expended.....		22,435.70
Unexpended balance June 30, 1917.....		19,271.55

ADMINISTRATIVE MEASURES.

MOBILIZATION.

During the year plans were prepared for the mobilization of the Coast Guard at such times as the law requires the service to operate as a part of the Navy. These plans were approved by the Secretary of the Treasury and the Secretary of the Navy, and upon the declaration of war, April 6, 1917, the mobilization order became immediately effective. The passing of the Coast Guard temporarily from the Treasury Department to the Navy Department was the occasion of the following correspondence:

TREASURY DEPARTMENT,
Washington, April 6, 1917.

Capt. Commandant E. P. BERTHOLF,
Commandant United States Coast Guard, Washington, D. C.

MY DEAR CAPT. BERTHOLF: The President's signature to the proclamation just issued, which declares a state of war to exist with the German Empire, automatically transfers the Coast Guard and all its resources from the Treasury Department to the Navy Department, now to be used for purposes of national defense in accordance with the act approved January 28, 1915.

In thus departing from your humanitarian status to engage in the sterner necessities of the hour, I take this occasion to extend to you, and through you to the officers and men under your command, my sincere felicitations, and to express the confidence I feel in the loyalty, integrity, and efficiency of the Coast Guard to perform with great credit, under the direction of the Secretary of the Navy, all the hazardous and difficult duties which may come to it in the defense of our beloved country.

Were such a reminder necessary, I feel sure that the splendid record of its forbear, the Revenue-Cutter Service, in all the previous wars in which this country has engaged, would serve as an incentive to the officers and men of the present Coast Guard to maintain unsullied its past reputation for heroic deeds in battling with the Nation's enemies.

Sincerely, yours,

W. G. McADOO, *Secretary.*

TREASURY DEPARTMENT,
UNITED STATES COAST GUARD,
Washington, April 6, 1917.

Hon. WILLIAM G. McADOO,
Secretary of the Treasury, Washington, D. C.

MY DEAR MR. SECRETARY: I have great pleasure in acknowledging your very kind note of this date with reference to the transfer of the Coast Guard from your department to the Department of the Navy, and on behalf of the service desire to thank you for your complimentary and encouraging message.

While deeply sensible of the events which have necessitated the transfer of the Coast Guard from the parent department, with which it has been identified since the foundation of the Government, to one of the great fighting establishments of our country, I feel that the vital principle of the service is not essentially affected. The Coast Guard is humanitarian in purpose and thought. Our country avowedly has entered this war in the service of mankind. The present duty of the Coast Guard is, therefore, but another phase of its national being.

On this occasion, Mr. Secretary, I feel that I may with propriety renew the congratulations I have heretofore personally offered, on the wisdom of your able and earnest advocacy of the establishment of the Coast Guard, which in time of peace is the Government's principal life-saving agency, but which by reason of the character of its organization is able to transfer its energies, at a moment's notice, to the fighting forces of the country.

I believe I can assure you now that when in due time and process of law the Coast Guard returns to its home department it will be found that the confidence you have been pleased to express in the integrity and efficiency of the personnel of the service, and its ability to meet the demands of the occasion, will not have been misplaced.

Sincerely, yours,

E. P. BERTHOLF, *Captain Commandant.*

COASTAL COMMUNICATION SYSTEM.

Executive Order No. 2318, dated February 16, 1916, created an Interdepartmental Board on Coastal Communication for the purpose of considering the various means of communication along the coast of the United States under the control of the several executive departments, and to submit recommendations as to the manner in which the different means of communication could best be coordinated, improved, and extended for the purposes of (a) saving life and property, (b) for national defense, and (c) for administration in times of peace and war.

After giving much study and consideration to the matter the board recommended under date of November 13, 1916, that means be provided as soon as practicable to enable the Coast Guard to bring the present telephone system of coastal communication to a high state of efficiency, and to extend such system so as to include all Coast Guard stations not now connected, and also to include certain important light stations.

This recommendation having received the approval of the President, the coastal telephone system of the Coast Guard is being improved and extended in accordance therewith. This work includes changing the important grounded lines to metallic circuits; replacing iron conductors with copper wire where advantageous; installing special types of telephones, switches, and other instruments, in order to obtain efficient transmission, and connecting the lines to commercial telephone systems so as to obtain flexible as well as long-distance service. Special types of instruments are necessary because of the nature of the majority of the service lines, which include long circuits having a great number of instruments bridged across one pair of wires, long cables where transmission with the common type of telephone is impossible, and other conditions not usually encountered in ordinary commercial telephonic work.

New lines are under construction for connecting Coast Guard stations not previously supplied with rapid means for communication with the commercial telephone or telegraph system in the vicinity, and also for furnishing similar service to a number of important light stations along the coasts. When this work is completed 23 Coast Guard stations and 67 lighthouses will be furnished with telephone service that heretofore have had no means for rapid communication; in a number of these lighthouses communication by mail is available only several times a month.

Before the present construction program was started the Coast Guard owned, maintained, and operated approximately 1,435 miles of overhead line and 65 miles of submarine cable, or a total of approximately 1,500 miles of telephone lines; upon the completion of the work now under way the system will consist of approximately 2,160 miles of overhead line and 365 miles of submarine cable, or a total of approximately 2,525 miles of telephone lines. The value of this plant will be approximately \$1,644,800.

There are a number of important lighthouses and other prominent points along the coasts that should be provided with telephonic communication, provisions for which have not yet been made. Particularly is this the case along the western seacoast, and appropriations for carrying out this work will be submitted after the present construction program is completed.

STATIONS DISCONTINUED.

In the interest of economy and improved administration nine stations situated upon the Atlantic seaboard were discontinued during the year as active units of the Coast Guard, viz, stations Nos. 99 (Seabright), 104 (Spring Lake), 106 (Bayhead), 111 (Cedar Creek), 114 (Loveladies Island), 118 (Bonds), 124 (Absecon), and 127 (Pecks Beach), all on the coast of New Jersey, and station No. 85 (Gilgo), on the coast of Long Island.

The practicability of so discontinuing these stations received mature consideration. Life-saving stations were established in considerable numbers in the seventies and subsequent years upon the Long Island and New Jersey coasts and certain other sections of the coast. They were placed comparatively close to one another upon certain beaches to meet the needs of the commerce of that time—needs that have diminished and changed with improvements in ship construction, greater accuracy in chart making, and improved methods of navigation. Moreover, the coincident improvement and betterment in life-saving methods and appliances has made it possible for some stations to afford protection to a longer stretch of coast line than formerly and with equal effectiveness.

As late as the early nineties the boats of the then life-saving establishment were propelled entirely by oars and sails. During the era of that mode of propulsion the scope of the individual stations was exceedingly limited, and effective assistance to vessels was dependent almost wholly upon the physical endurance of the station crew and the favor of the elements. With the introduction into the service of motor boats came a new epoch in the business of life saving, and to-day it is not uncommon for these boats to journey a score of miles to the assistance of a distressed vessel. Of equal importance is the fact that the power boat places the men at the scene of their labors physically fit to meet the demand likely to be made upon their endurance and skill.

So it has come about that while improvements in navigation, vessels, and equipment, on the one hand, have added to the safety of maritime travel, on the other hand the improvements in methods, boats, and apparatus employed by the Coast Guard have augmented the general effectiveness and usefulness of the service. It has followed, therefore, that at certain points on the coast the work of the Coast Guard, formerly heavy enough to justify the establishment of a station, has become light enough to justify its discontinuance. This is shown by the record of casualties reported by each of the nine stations from year to year. A steadily decreasing number of accidents to vessels within the scope of each of the stations was observed, and after careful investigation it was concluded that the stations adjacent upon either side could amply protect the localities formerly covered by the stations it was proposed to discontinue, and that the efficiency of the service would in no wise suffer through the contemplated action. This view was supported by the responsible local officer in each case, who is personally familiar with the conditions to be met.

It is gratifying to note that the elimination of the stations did not necessitate the discharge of any member of the service, the crews being transferred to other stations of the service to fill vacancies.

Where necessary a man has been retained to care for the service property, keep a limited watch, and perform such other duties as come within his purview. The discontinued unit is regarded as an auxiliary to one or the other of the next adjacent active stations, telephone connections having been left uninterrupted.

REPAIR DEPOT AT ARUNDEL COVE, MD.

The repairs to the *Algonquin* and the *Yamacraw* have been completed, and the vessels put in service. The *Calumet* has had several plates renewed at water line and has been thoroughly overhauled. Minor repairs have been made to several harbor boats. The depot has supplied the usual needs of vessels of the Coast Guard in the matter of small boats, sails, awnings, etc.

During the past year improvements have been made at the depot to increase the efficiency of the plant. A small railway, capable of hauling out boats 60 feet long, has been installed. The introduction of electricity for all power and lighting purposes has been completed and has effected a considerable saving in the cost of operation. The water supply has been increased by the erection of a steel water tank having a capacity of 30,000 gallons. Some new and much needed tools have been added to the machine-shop equipment. The building for the construction of boats has been enlarged and new machinery installed. Boats for the cutters are built at the depot. Boats for the Coast Guard stations have been built, as a rule, by outside contractors, but the congested condition of commercial shops has prevented placing the usual orders for new boats, and already the facilities of the new boat shop at the depot have been utilized to the maximum, and it will be necessary to further enlarge the boat-building plant so as to construct all service boats at the depot. New types of 36-foot power lifeboat and 26-foot power surfboat were completed at the depot, and are undergoing tests to determine their adaptability to all conditions of service.

AVIATION.

Development of the project for utilizing this science in the work of saving life and property by the Coast Guard has been suspended during the fiscal year 1917, except in the matter of training the personnel. The authority of Congress was obtained in an act making appropriations for the naval service, approved August 29, 1916, for the establishment, equipment, and maintenance of 10 aviation stations for the Coast Guard along the Atlantic and Pacific coasts, on the Gulf of Mexico, and the Great Lakes. A school for special instruction in aeronautics was authorized for establishment at one of the stations, and the employment of instructors provided for. Unfortunately the funds for carrying the above authorization into effect were not appropriated when asked for at a later date, and that portion of the development was arrested.

The policy of assigning Coast Guard officers and enlisted men to the aeronautic school of the Navy has been continued, with the result that at the present time the personnel of the Coast Guard includes three commissioned officers who have qualified as "naval aviators," seven enlisted men who have qualified as "airmen," and one commissioned and two warrant officers who have qualified and are serving as naval

inspectors for the construction of aircraft. In addition to these, three commissioned officers are under instruction as "student naval aviators," and five enlisted men under instruction for the grade of "airman."

It is hoped, when the Coast Guard resumes its peace status at the close of the war, that sufficient appropriations will be provided for the complete and effective establishment of an air service in connection with rescue and salvage operations.

NEW VESSELS.

Cutter No. 29 (Patrol).—This harbor cutter authorized by the act of August 29, 1916, was commenced and completed during the year. She is a twin-screw, motor-driven wooden vessel, 69 feet long, 14 feet beam, with a draft of 3 feet 9 inches. On trial she developed a speed of 19 statute miles per hour. She has been assigned to patrol and anchorage duty in New York harbor.

Cutter No. 30.—This vessel was authorized by the act of August 29, 1916, at a cost not to exceed \$125,000. Plans were completed and proposals solicited, but none was received within the limit of cost. The act of March 4, 1917, increased the limit of cost to \$185,000; and arrangements have been made for her construction at Balboa, Canal Zone, by the mechanical division of the Panama Canal organization. This vessel is to replace the old *Manhattan*, the anchorage patrol boat in New York harbor. The approved designs contemplate a steel vessel 120 feet 3 inches long, 24 feet beam, 13½ feet depth, with a displacement of 379 tons. She will be fitted for burning oil fuel.

Cutters Nos. 32, 34, and 35.—These three boats were authorized by the act of August 29, 1916, for service on the Ohio and Mississippi Rivers and their tributaries for flood relief work and general Coast Guard duties. Under the terms of the act these vessels can either be built or purchased. A board was appointed to investigate and report on the design of vessel best fitted for these waters, and whether any existing vessels could be purchased and altered to meet the service demands. As a result the type of boat has been determined upon, and proposals have been solicited for their construction. So far as the search was extended for available vessels, no existing craft for sale could be found which were suitable for the purposes required.

Cutters Nos. 36, 37, 38, 39, and 40.—Two vessels, *Nos. 36 and 37*, were authorized for service on the Pacific Ocean at a total cost not to exceed \$700,000, by the act of August 29, 1916. Owing to the great demand for vessels of all types placed on American shipyards by existing conditions, and judging from proposals received for the construction of cutter *No. 30*, it was apparent that vessels of the size contemplated could not be constructed within the limit of cost. Congress thereupon increased the limit of cost for these two vessels to \$900,000 by the act of March 4, 1917. The same act authorized the construction of three additional vessels to have headquarters, respectively, at Detroit, Mich., Honolulu, Hawaii, and Beaufort, N. C., at a limit of cost for the three of \$1,350,000. Designs were proposed for all five of these vessels, each to be 240 feet long, 38 feet beam, 25½ feet depth, and a displacement of 1,560 tons, dimensions which would

provide suitable vessels for the requirements of the Coast Guard at the places mentioned. Proposals were solicited in the usual manner, but none which came within the limit of cost was received. In consequence new proposals will have to be invited at a time when the prices are so reduced that the vessels may be constructed within the limit of cost; otherwise Congress will be asked to increase the appropriation.

LOSS OF THE "McCULLOCH."

While engaged in naval patrol duty on the morning of June 13, 1917, the cutter *McCulloch*, as the result of a collision with the steamship *Governor* off the coast of California, sank in water too deep to permit of salvage operations. One of the crew was asleep in his bunk near the place where the cutter was struck by the bow of the steamer, and was so badly injured by the impact that he died after reaching the hospital on shore. The officers and all others of the crew made their escape in good order from the sinking vessel, and as the *McCulloch* slowly disappeared beneath the waters, all stood at attention in the small boats as a last token of respect to the historic craft. The loss of the cutter was most unfortunate, as she had but recently been thoroughly overhauled, and despite the fact that she had seen service for over 19 years, she was a very efficient craft for her size and type. Added to her long and creditable record in the waters of the Pacific from Alaska to Southern California, she bore the proud distinction of being Dewey's dispatch boat at Manila in 1898.

STATIONS.

New construction.—The new station at Siuslaw River, Oreg., is nearing completion, and the new station at Bolinas Bay, Cal., near Duxbury Reef, is well under way. Site has been obtained for a new station at Barataria Bay, La.

The following stations have been rebuilt or extensively repaired:

Atlantic and Gulf coasts.—The dwellings at the stations at Smith Island, Va., and Hatteras Inlet and Cape Lookout, N. C., have been rebuilt. The stations at San Luis and Velasco, Tex., to replace those destroyed in the hurricane, have been rebuilt on steel piling and sufficiently elevated to be clear of high water during hurricane seasons.

Great Lakes.—A new dwelling has been erected at the station at Point Betsie, Mich.

Pacific coast.—A boat storage house has been built at Ediz Hook, Wash., for storing spare boats.

Contracts have been awarded or work begun in connection with the following projects:

New dwellings at Quoddy Head, Me., Creeds Hill, N. C., and Golden Gate, Cal.; new wharf and boathouse at Santa Rosa, Fla.; repairs to wharves at the Academy, New London, Conn., and at Woods Hole, Mass.; improvement in launching facilities at Narragansett Pier, R. I., Charlotte, N. Y., St. Joseph, Mich., South Manitou Island, Mich., and Baileys Harbor, Wis.

COAST GUARD ACADEMY.

There have been 21 cadets and cadet engineers under instruction at the academy, New London, Conn., during the year. One cadet and two cadet engineers completed the prescribed course and were

commissioned third lieutenant and third lieutenant of engineers, respectively, in August, 1916, and during the same month nine cadets and one cadet engineer were appointed. Four cadets have resigned. The practice cutter *Itasca* left New London, Conn., on her annual cruise on June 3, 1916, and returned therefrom on October 6, having visited various ports in the West Indies, the Canal Zone, and along the Atlantic seaboard. The usual course of study has been pursued during the academic year, which is divided into two terms. On the cruises the cadets and cadet engineers receive practical training in the theoretical studies taught during the academic year. The senior cadets perform, under the direction of the officers, the duties of commissioned officers while the junior cadets perform most of the duties required of enlisted men. All cadets and cadet engineers receive instruction in the duties of both line and engineer officers. The practice cruises are of great value in rounding out the instruction of cadets, every opportunity being given them to develop those qualities of self-reliance which are so essential in an officer.

The annual competitive examination for appointment as cadet and cadet engineer was held in June, 1917. It was desired to secure a total of 34 eligibles, but for various reasons many of the candidates failed to appear and only eleven cadets and one cadet engineer were secured. Subboards of examination were convened at Boston, New York, Philadelphia, Baltimore, Washington, Savannah, Houston, Buffalo, Detroit, Milwaukee, Lawrence (Kans.), Missoula (Mont.), Seattle, and San Francisco.

DISCIPLINE.

From July 1, 1916, to April 6, 1917, at which latter date the Coast Guard was mobilized as a part of the Navy, in accordance with law 108 general Coast Guard courts were convened; and from April 6 to June 30, 1917, three were 9 trials by general courts-martial, a total of 117 trials for major offenses.

From July 1, 1916, to April 6, 1917, there were 102 trials by minor Coast Guard courts; and from April 6 to June 30, 1917, there were 39 trials by summary courts-martial, a total of 141 trials by minor courts and summary courts-martial.

All of the above trials were on account of offenses committed by enlisted men with the exception of one warrant officer who was brought to trial twice.

The trials resulted in 10 acquittals and 235 convictions; 8 cases were uncompleted because of desertion before final action, and 5 cases set aside for lack of jurisdiction. The reviewing authority disapproved 2 acquittals and 4 convictions, set aside 1 case for illegality, and remitted the sentences in 2 cases. A total of 21 persons were sentenced to imprisonment.

From April 6 to June 30, 1917, there were 52 trials and convictions of enlisted men by deck courts. In 13 cases the sentences were remitted subject to the conditions specified in article 4893, Naval Instructions.

The policy begun by the department in August, 1910, of placing on probation men who were convicted of desertion and other offenses against discipline (not essentially of a criminal nature) has been continued during the year to April 6, 1917, the date of mobilization.

Since the latter date the procedure has been in accordance with the Navy Regulations. During the year up to April 6, 1917, sentences were suspended and the men put on probation in 25 cases. In each case the officer in responsible charge of the unit is required to submit monthly reports on the conduct of the probationer, and also a final report with recommendation prior to the expiration of the term of enlistment. Of these 25 cases 6 sentences were entirely remitted and an honorable discharge given, 1 sentence approved and 1 mitigated, 11 cases have not yet been completed, and in the remaining 6 cases the probationer deserted.

From April 6 to June 30, 1917, the sentences in 14 cases (trials by general and summary courts-martial) were remitted subject to the conditions specified in article 4893, Naval Instructions.

Since the probation system was inaugurated in 1910, up to April 6, 1917, when the Coast Guard was mobilized as a part of the Navy, sentences have been suspended in 126 cases, final action resulting as follows:

Honorable discharge.....	40
Ordinary discharge.....	20
Bad-conduct discharge.....	6
Dishonorable discharge.....	22
Reduction in rating.....	1
Imprisonment approved.....	4
Deserted.....	22
Uncompleted.....	11

In 16 cases the disability of desertion has been removed.

RETIREMENTS.

Under the several provisions of the Coast Guard act a total of 93 persons have been retired from active service, as follows:

Having reached the age of 64 years:

COMMISSIONED OFFICER.

1 captain of engineers.

PETTY OFFICER.

1 No. 1 surfman.

OTHER ENLISTED MEN.

2 surfmen.

1 cook.

For physical disability upon the recommendation of a retiring board:

WARRANT OFFICERS.

7 keepers.

1 carpenter.

PETTY OFFICERS.

1 master at arms.

11 No. 1 surfmen.

1 carpenter, second class.

OTHER ENLISTED MEN.

27 surfmen.

2 firemen.

1 ordinary seamen.

Having completed more than 30 years service:

COMMISSIONED OFFICERS.

1 captain.

1 first lieutenant of engineers.

WARRANT OFFICERS.

21 keepers.

PETTY OFFICERS.

4 No. 1 surfmen.

OTHER ENLISTED MEN.

10 surfmen.

RECOMMENDATIONS.

WHARF AND STOREHOUSE AT SAULT STE. MARIE, MICH.

All of the water-borne traffic between Lake Superior and the other Great Lakes must pass through the system of locks and waterways of the St. Marys River. The river is about 60 miles long and contains approximately 45 miles of dredged channels. There are three locks on the American side and one on the Canadian side at Sault Ste. Marie, and a fourth American lock is under construction.

Owing to ice conditions navigation is closed on this river from about December 10 to April 10 each year, leaving only eight months of open navigation for an average season. During the season of 1916 a total of 91,888,219 tons of freight passed through the locks. This was a record season, the total tonnage exceeding that of 1915 by about 20,000,000, and that of the previous record season (1913) by some 12,000,000 tons. In transporting 91,888,219 tons of freight a total of 19,864 vessels and 1,252 barges passed through the locks. The heaviest traffic occurred during the month of July, when a total of 3,264 vessels and barges passed through this waterway, an average of 105 for each day.

In order to regulate this traffic, prevent congestion, reduce danger of collisions and other marine casualties, and protect the dredged channels from blockades and unnecessary erosion, special rules have been promulgated for the movement and anchorage of vessels in St. Marys River, and the Coast Guard is intrusted by law with the duty of enforcing those special rules. The present equipment for this duty consists of a steam tug (the *Mackinac*), four power launches, and six lookout stations. The personnel comprises four commissioned officers, one warrant officer, and 52 petty officers and other enlisted men.

Provision must necessarily be made for wharfage to accommodate the tug and launches during the active season and for placing them in winter quarters during the closed season; also for housing necessary supplies throughout the year. Up to the present wharfage has been rented for the tug, and the launches have dropped into any convenient vacant berth. For winter quarters the larger launches are usually placed in one of the locks and are blocked up and covered over when the locks are emptied. The smaller ones are hauled out into sheds. No regular provision has been made for housing stores. The wharf now rented for the *Mackinac* is in bad condition, having been partially wrecked last July by the explosion of fireworks condemned and dumped in that vicinity. The property is for sale, and there is little likelihood of permanent repairs being made at an early date. The whole situation as to wharfage and storage is unsatisfactory and inefficient.

To remedy these conditions, two courses are open—either improve a site now under the control of the Army engineers or purchase a site especially for Coast Guard purposes.

The site controlled by the Army is at the east end of the north pier, Sault Ste. Marie Locks. It is built up of rock and earth excavated from the third and fourth locks and is a naked and unimproved rock dump. To utilize this site will involve grading, walling, and construction aggregating about \$30,000, and when finished it can be reached only by boat or by crossing three locks. When the fourth

lock is completed, it will be necessary to cross that also. During the running of heavy ice boating is out of the question and trucking is impossible at all times. The site is not, therefore, a desirable one, and future developments in the way of lock construction might make it necessary to relinquish the place altogether.

The proposition to acquire a site for Coast Guard purposes appears to be the practical solution of the problem. A suitable piece of water-front property at Sault Ste. Marie is for sale at a reasonable figure (about \$10,000). It already has a small wharf, which can be extended to meet the needs of the patrol, and there is ample space for necessary storage warehouse, boathouse, and office. It is conveniently located, abutting on the principal water-front street and readily accessible by land or water. It is sufficiently removed from the locks to be out of the way of heavy traffic. This site can be acquired and all necessary improvements made at a total cost not greater than that required for improvements alone at the north pier site, and in addition there would be no question of forced removal in the future.

The necessity for a wharf and buildings is constantly increasing. The patrol of the river has been performed by the Coast Guard since 1896, and the personnel and equipment necessary for the efficient performance of the duty has gradually increased to meet the demands of the service. Traffic will undoubtedly continue to increase, so that there is every reason to expect the importance of the patrol to be augmented from year to year.

In view of the facts and conditions above set forth, I earnestly recommend that authority be obtained to purchase a site and equip a station that will meet the requirements of the patrol and be commensurate with its dignity and importance.

CLERICAL FORCE.

The Coast Guard act provides longevity pay and retirement for the entire warrant and enlisted personnel. Longevity pay and retirement for 30 years' service depend upon length of service, not only in the Coast Guard but also in the Army, Navy, and Marine Corps; retirement for disability depends upon whether such disability is incident to service. Both these features of the law necessitate keeping an accurate record of the service and medical history of 5,167 officers and men. This requires a very considerable amount of clerical work in the personnel section which was not necessary in either the former Revenue-Cutter Service or Life-Saving Service. In the former Life-Saving Service there were six rates of pay among the superintendents, keepers, and surfmen; under the Coast Guard act these men were transferred from the Life-Saving Service to the Coast Guard with upward of 59 rates of pay. There was but one appropriation for the maintenance of the former Revenue-Cutter Service and three appropriations for the maintenance of the former Life-Saving Service. The appropriation for the maintenance of the Coast Guard is in one sum, but this sum includes 12 subheads, and for administrative purposes the accounts of the Coast Guard are kept in accordance with these subheads. The great increase in the number of rates of pay and in the number of accounts involves a considerable increase in the work of the accounting section. This

FUNCTIONS, DUTIES, AND ORGANIZATION OF THE UNITED STATES COAST GUARD.

FUNCTIONS AND DUTIES.

The Coast Guard, a union of the former Revenue-Cutter Service and the Life-Saving Service, was created by the act of Congress approved January 28, 1915.

The Revenue-Cutter Service was originally established in 1790, at the second session of the First Congress, upon the recommendation of the first Secretary of the Treasury, as the result of the need for the services of a coast patrol for the enforcement of the customs laws and an organized armed force for the protection of the seacoast, there being at that time no naval establishment. By evolutionary processes coincident with the steady growth of the Nation, additional duties were successively added to this service to meet the ever-increasing demands of the maritime interests, in so far as they were connected with governmental functions, so that at the time of the passage of the act above noted the Revenue-Cutter Service had become essentially an emergency service, specializing in the performance of nearly all governmental maritime duties.

The Life-Saving Service was not the creation of a single legislative act, but the result of a series of enactments dating back to 1848—for many years desultory and fragmentary—which had in view the preservation of life and property from shipwreck on the coast. In 1871 a definite life-saving system was inaugurated and administered, in conjunction with the Revenue-Cutter Service, until June 18, 1878, when, as a consequence of the development and growth of the work and of its importance to commerce and humanity, Congress established the Life-Saving Service as a separate organization.

As the Life-Saving Service was maintained for the purpose of saving life and property along the coast, and as one of the principal functions of the Revenue-Cutter Service in time of peace was to perform similar duties on the seas, the two services necessarily cooperated with and supplemented each other to a considerable extent in this work of conservation, and it became apparent to the Secretary of the Treasury that closer coordination and increased efficiency would result from the union of both services in one organization. The matter was accordingly presented to Congress with strong recommendations for the enactment of the necessary legislation, and the deliberations of that body resulted in the Coast Guard act of January 28, 1915:

■ That there shall be established in lieu of the existing Revenue-Cutter Service and the Life-Saving Service, to be composed of those two existing organizations, with the existing offices and positions and the incumbent officers and men of those two services, the Coast Guard, which shall constitute a part of the military forces of the United

States and which shall operate under the Treasury Department in time of peace and operate as a part of the Navy, subject to the orders of the Secretary of the Navy, in time of war or when the President shall so direct. When subject to the Secretary of the Navy in time of war the expense of the Coast Guard shall be paid by the Navy Department: *Provided*, That no provision of this act shall be construed as giving any officer of either the Coast Guard or the Navy military or other control at any time over any vessel, officer, or man of the other service except by direction of the President.

SEC. 2. * * * All duties now performed by the Revenue-Cutter Service and Life-Saving Service shall continue to be performed by the Coast Guard and all such duties, together with all duties that may hereafter be imposed upon the Coast Guard, shall be administered by the captain commandant, under direction of the Secretary of the Treasury.

It is interesting to note that the formation of the Coast Guard presents the somewhat unusual feature of an offshoot of an older service of the Government being developed independently, and finally, with its parent organization, merged into a new branch of Federal activity, which, while preserving the primary object of conservation of life and property, is capable, by means of its broader foundation, of expanding its sphere of usefulness along both civil and military lines in all maritime functions connected with the Government.

In general, the duties of the Coast Guard may be classified as follows:

1. Rendering assistance to vessels in distress and saving life and property.
2. Destruction or removal of wrecks, derelicts, and other floating dangers to navigation.
3. Extending medical aid to American vessels engaged in deep-sea fisheries.
4. Protection of the customs revenue.
5. Operating as a part of the Navy in time of war or when the President shall direct.
6. Enforcement of law and regulations governing anchorage of vessels in navigable waters.
7. Enforcement of law relating to quarantine and neutrality.
8. Suppression of mutinies on merchant vessels.
9. Enforcement of navigation and other laws governing merchants vessels and motor boats.
10. Enforcement of law to provide for safety of life on navigable waters during regattas and marine parades.
11. Protection of game and the seal and other fisheries in Alaska, etc.
12. Enforcement of sponge-fishing law.
13. International ice patrol of the Grand Banks.

While the foregoing represent the principal duties, it is difficult to enumerate all the tasks that fall to this service, for it is essentially an emergency service, and it seems to be generally recognized that all the great departments of the Government should call upon the Coast Guard for any special work of a maritime nature for which no other vessels are especially maintained.

During all periods of the year, and at such times as least to interfere with the emergent duties of a civil nature, a rigid system of military discipline and training is maintained to fit the personnel for the duty of operating as a part of the Navy at any time, as the law requires. This function of the Coast Guard has always been of value, since in all wars to which the United States has been a party the Government has had at hand an auxiliary force, properly disciplined and trained, ready to become a part of the regular naval forces as occasion required. This attribute is now the paramount function of the Coast Guard, as all its facilities are now being employed in the prosecution of the existing war.



ONE OF THE EARLIEST LIFE-SAVING STATIONS.



A MODERN COAST GUARD STATION.

ORGANIZATION.

The Coast Guard occupies a peculiar position among other branches of the Government, and necessarily so from the dual character of its work, which is both civil and military. Its organization, therefore, must be such as will best adapt it to the performance of both classes of duties, and as a civil organization would not suffice for the performance of military functions, the organization of the service must be and is by law military. More than 120 years of practical experience has demonstrated that it is by means of military drills, training, and discipline that the service is enabled to maintain that state of preparedness necessary for the prompt performance of its most important civil duties, which, as has been stated, are largely of an emergent character.

The organization of the service in times of peace is as follows:

1. The Secretary of the Treasury.
2. Assistant Secretary of the Treasury. (Having supervision.)
3. Captain Commandant, who is charged with the administration of the service. His office is at Washington.
 - A. General administration. The office of the Captain Commandant (Headquarters) is subdivided as follows:
 - I. Division of Operations.
 - a. Section of Personnel and Operations.
 - b. Section of Ordnance and Communication.
 - c. Section of Law.
 - d. Section of Statistics.
 - II. Division of Matériel.
 - a. Section of Supplies.
 - b. Section of Accounts.
 - c. Section of Mail and Files.
 - III. Division of Construction and Repair.
 - IV. Division of Engineering.
 - V. Division of Inspection.
 - B. Field service.
 - I. Northern Division, Pacific coast. The division commander, who is stationed at Seattle, Wash., directs the movements of, and is responsible for, the efficiency of the vessels of his division. The following vessels form this division:

Name.	Headquarters.	Cruising limits.
Algonquin.....	Astoria, Oreg.....	General cruising on Pacific, north of Cape Blanco, Oreg.
Unalga.....	Seattle, Wash.....	Do.
Snohomish.....	Neah Bay, Wash.....	Vicinity of Cape Flattery, Wash.
Arcata.....	Port Townsend, Wash.	Puget Sound.
Guard.....	Friday Harbor, Wash.	Do.
Scout.....	Seattle, Wash.....	Do.

II. Southern Division, Pacific coast. The division commander is stationed at San Francisco, Cal.

Name.	Headquarters.	Cruising limits.
Bear.....	San Diego, Cal.....	General cruising on Pacific, south of Cape Blanco, Oreg.
Golden Gate.....	San Francisco, Cal.....	Boarding duty for customs.
Hartley.....	do.....	Do.

III. Bering Sea Fleet. Composed of vessels detailed from the northern and southern divisions from May to October each year. The fleet commander is stationed at Unalaska, Alaska.

1. The Secretary of the Treasury—Continued.
2. Assistant Secretary of the Treasury—Continued.
3. Captain Commandant, etc.—Continued.
- B. Field service—Continued.
- IV. Eastern Division. The division commander is stationed at Boston, Mass.

Name.	Headquarters.	Cruising Limits.
Ossipee.....	Portland, Me.....	From Eastport, Me., to Cape Ann, Mass.
Androscoggin.....	Boston, Mass.....	Eastern fishing banks. Carries medical aid to deep-sea fishermen.
Gresham.....	do.....	From Portsmouth, N. H., to Nantucket Shoals Lightship.
Winnismunnet.....	do.....	Boarding duty for customs.
Acushnet.....	Woods Hole, Mass.....	Buzzards Bay, Nantucket Shoals, and adjacent waters.

- V. New York Division. The division commander ¹ is stationed at New York, N. Y.

Name.	Headquarters.	Cruising Limits.
Seneca.....	New York, N. Y.....	Derelict destroyer for Atlantic coast.
Mohawk.....	do.....	From Gay Head, Mass., to Delaware Breakwater.
Manhattan.....	do.....	Anchorage patrol in New York Bay and Harbor.
Guide.....	do.....	Do.
Patrol.....	do.....	Do.
Hudson.....	do.....	Boarding duty for customs.
Calumet.....	do.....	Do.

¹ This officer is also supervisor of anchorages for New York and vicinity.

- VI. Independent vessels. The other vessels of the service are stationed as follows. The commanding officer of each vessel is responsible for the efficiency of his command. The movement of these vessels and the inspection of the same is directed by Headquarters:

Name.	Headquarters.	Cruising Limits.
Yamacraw.....	Norfolk, Va.....	Great Egg Harbor, N. J., to Cape Hatteras.
Guthrie.....	Philadelphia, Pa.....	Boarding duty for customs.
Apache.....	Baltimore, Md.....	Chesapeake Bay and tributaries.
Wissahickon.....	do.....	Boarding duty for customs.
Pamlico.....	Newbern, N. C.....	Pamlico and Albermarle Sounds.
Seminole.....	Wilmington, N. C.....	Cape Hatteras to Charleston, S. C.
Manning.....	Savannah, Ga.....	Cape Romain to Cape Canaveral.
Tybee.....	do.....	Boarding duty for customs.
Tampa.....	Key West, Fla.....	Fernandina, Fla., to Tampa, Fla., and Gulf of Mexico.
Penrose.....	Pensacola, Fla.....	Boarding duty for customs.
Alert.....	Mobile, Ala.....	Do.
Tallahpoosa.....	do.....	Mouth of the Mississippi River to Port Tampa, Fla.
Davey.....	New Orleans, La.....	Boarding duty for customs.
Comanche.....	Galveston, Tex.....	From New Orleans, La., to the mouth of the Rio Grande.
Morrill.....	Detroit, Mich.....	Lakes Huron, St. Clair, and Erie.
Tuscarora.....	Milwaukee, Wis.....	Lake Michigan and Lake Superior.
Itasca.....	San Juan, P. R.....	Waters of Porto Rico and Virgin Islands.
Mackinac ¹	Sault Ste. Marie, Mich.	St. Marys River.
Onondaga.....	Repairing.	

¹And 4 launches. (In charge of an officer stationed at Sault Ste. Marie, who is charged with the enforcement of laws regulating the anchorage of vessels and the movement of traffic in the "Soo Canal" and St. Marys River, Great Lakes.)

1. The Secretary of the Treasury—Continued.
2. Assistant Secretary of the Treasury—Continued.
3. Captain Commandant, etc.—Continued.

B. Field service—Continued.

VII. First District. Coasts of Maine, New Hampshire, and Massachusetts to the south end of Plum Island. In charge of a district superintendent stationed at Portsmouth, N. H., who is responsible for the efficiency of the stations in his district.

Designation of station.	Location.	Post-office address.
1	Carrying Point Cove, West Quoddy Head.	South Lubec, Me.
2	Cross Island, off Machiasport.....	Bucks Harbor, Me.
3	.....
4	Great Wass Island, off Jonesport.....	Jonesport, Me.
5	Little Cranberry Island, off Mount Desert.	Islesford, Me.
6	On southwest end White Head Island..	Sprucehead, Me.
7	Burnt Island, off mouth St. Georges River.	Port Clyde, Me.
8	Damiscove Island, Damiscove Harbor..	Boothbay Harbor, Me.
9	On west side mouth of Kennebec River.	Popham Beach, Me.
10	Cape Elizabeth.....	Box 50, R. D. No. 6, South Portland, Me.
11	Biddeford Pool, Fletchers Neck.....	Biddeford Pool, Me.
12	Wood Island, Portsmouth Harbor.....	Newcastle, N. H.
13	1½ miles south of Odiorne Point.....	Box 48, R. D. No. 2, Portsmouth, N. H.
14	Appledore Island, Isles of Shoals.....	Portsmouth, N. H.
15	North end of Rye Beach.....	Box 133, R. D. No. 2, Portsmouth, N. H.
16	1½ miles north of Great Boars Head....	Hampton, N. H.
17	.....
18	.....
19	½ mile south of State line.....	Salisbury, Mass.
20	North end of Plum Island, mouth of Merrimac River.	Newburyport, Mass.
21	On Plum Island, 2½ miles from south end.	Do.

VIII. Second District. Coast of Massachusetts from the south end of Plum Island to Woods Hole, except the islands of Nantucket and Marthas Vineyard. In charge of a district superintendent stationed at Provincetown, Mass.

Designation of station.	Location.	Post-office address.
22	½ mile west of Straitsmouth Light.....	Rockport, Mass.
23	Old House Cove, westerly side of Gloucester Harbor.	Gloucester, Mass.
24	On the neck, close to Nahant.....	Nahant, Mass.
25	Floating station in Dorchester Bay, Boston Harbor.	South Boston, Boston, Mass.
26	1 mile west of Point Allerton.....	Hull, Mass.
27	2½ miles south of Minots Ledge Light...	Minot, Mass.
28	South end of Fourth Cliff, Scituate....	Humarock, Mass.
29	On Green Harbor Point.....	Brant Rock, Mass.
30	4½ miles northeast of Plymouth.....	Plymouth, Mass.
31	6½ miles southeast of Plymouth.....	Manomet, Mass.
32	½ mile east of Wood End Light.....	Provincetown, Mass.
33	1½ miles northeast of Race Point Light.	Do.
34	2½ miles northeast of Provincetown....	Do.
35	3½ miles northwest of Cape Cod Light..	Do.
36	½ mile northwest of Cape Cod Light....	North Truro, Mass.
37	3½ miles south of Cape Cod Light.....	Truro, Mass.
38	2½ miles east of Wellfleet.....	Wellfleet, Mass.
39	1½ miles south of Nauset Lights.....	Eastham, Mass.
40	Abreast of Ponchet Island.....	East Orleans, Mass.
41	½ mile north of Chatham Inlet.....	North Chatham, Mass.
42	1½ miles south-southwest of Chatham Lights.	Chatham, Mass.
43	2½ miles north of Monomoy Light.....	Do.
44	½ mile southwest of Monomoy Light....	Do.

1. The Secretary of the Treasury—Continued.
2. Assistant Secretary of the Treasury. (Having supervision.)—Continued.
3. Captain Commandant, etc.—Continued.

B. Field service—Continued.

IX. Third District. Coast of Massachusetts from Woods Hole, west, coasts of Rhode Island and Connecticut to the Thames River, together with Nantucket, Marthas Vineyard, and Fishers Islands. In charge of a district superintendent stationed at Wakefield, R. I.

Designation of station.	Location.	Post-office address.
45	2½ miles south of Nantucket (Great Point) Light.	Nantucket, Mass.
46	2½ miles south of the town of Nantucket.	Do.
47	6 miles west of Surfside.	Do.
48	Near west end of Muskeget Island.	Do.
49	Near Gay Head Light.	Gay Head, Mass.
50	Near east end of Cuttyhunk Island.	Cuttyhunk, Mass.
51	.....	.....
52	.....	.....
53	On Prices Neck.	Newport, R. I.
54	Northern part of Narragansett Pier.	Narragansett Pier, R. I.
55	Near Point Judith Light.	R. D. No. 1, Narragansett Pier, R. I.
56	6 miles west of Point Judith Light.	R. D. No. 1, Wakefield, R. I.
57	7½ miles east of Watch Hill Light.	Quonochontaug, R. I.
58	Near Watch Hill Light.	Watch Hill, R. I.
59	West shore of East Harbor, Fishers Island.	Box 628, Stonington, Conn.
60	Block Island, north side, near light.	Block Island, R. I.
61	Block Island, east side, near landing.	Do.
62	Block Island, west side, near Dickens Point.	Do.
63	.....	.....
64	.....	.....

X. Fourth District. Coast of Long Island, N. Y. In charge of a district superintendent stationed at Bay Shore, N. Y.

Designation of station.	Location.	Post-office address.
65	3½ miles southwest of Montauk light.	Montauk, N. Y.
66	½ mile south of Ford Pond.	Do.
67	Abreast of Napeague Harbor.	Amagansett, N. Y.
68	Abreast of Amagansett.	Do.
69	1 mile south of East Hampton.	East Hampton, N. Y.
70	2 miles south of Bridgehampton.	Bridgehampton, N. Y.
71	½ mile south of Southampton.	Southampton, N. Y.
72	2 miles east-southeast of Shinnecock light.	Good Ground, N. Y.
73	2 miles southwest of Shinnecock light.	East Quogue, N. Y.
74	½ mile south of Quogue.	Quogue, N. Y.
75	1½ miles southwest of Potunk.	West Hampton Beach, N. Y.
76	2½ miles southwest of Speonk.	Eastport, N. Y.
77	3½ miles south of Center Moriches.	Center Moriches, N. Y.
78	Abreast of Smiths Point.	Moriches, N. Y.
79	4 miles south of Bellport.	Bellport, N. Y.
80	4½ miles south of Patchogue.	Patchogue, N. Y.
81	8 miles east of Fire Island light.	Sayville, N. Y.
82	4 miles east of Fire Island light.	Bay Shore, N. Y.
83	½ mile west of Fire Island light.	Do.
84	East end of Oak Island.	Babylon, N. Y.
86	East end of Jones Beach.	Amityville, N. Y.
87	West end of Jones Beach.	Do.
88	½ mile east of Jones Inlet.	Freeport, N. Y.
89	2 miles west of New Inlet.	Do.
90	Near west end of Long Beach.	Long Beach, N. Y.
91	Near the village of Rockaway.	Arverne, N. Y.
92	West end of Rockaway Beach.	Rockaway Beach, N. Y.
93	.....	.....
94	East side entrance to Huntington Bay, Long Island Sound.	Northport, N. Y.
95	Near Rocky Point, Long Island Sound, about 4 miles northerly from Greenport.	East Marion, N. Y.
96	.....	.....

1. The Secretary of the Treasury—Continued.
2. Assistant Secretary of the Treasury. (Having supervision.)—Continued.
3. Captain Commandant, etc.—Continued.

B. Field service—Continued.

XI. Fifth District. Coast of New Jersey. In charge of a district superintendent stationed at Asbury Park, N. J.

Designation of station.	Location.	Post-office address.
97	On bay side $\frac{1}{2}$ mile south of point of Sandy Hook.	Fort Hancock, N. J.
98	$2\frac{1}{2}$ miles south of Sandy Hook light.....	Highlands, N. J.
100	About a mile south of Sea Bright.....	North Longbranch, N. J.
101	Greens Pond.....	Westend, N. J.
102	Asbury Park.....	Asbury Park, N. J.
103	Near the mouth of Shark River.....	Avon by the Sea, N. J.
105	1 mile southeast of Squan village.....	Manasquan, N. J.
107	$2\frac{1}{2}$ miles south of head of Barnegat Bay.....	Mantoloking, N. J.
108	5 miles south of head of Barnegat Bay.....	Lavallette, N. J. ¹
109	On the beach abreast mouth Toms River.....	Seaside Park, N. J.
110	$1\frac{1}{2}$ miles south of Seaside Park.....	Do.
112	2 miles north of Barnegat Inlet.....	Do.
113	South side of Barnegat Inlet.....	Barnegat City, N. J.
115	$5\frac{1}{2}$ miles south of Barnegat Inlet.....	High Point, N. J.
116	Midway of Long Beach.....	Ship Bottom, N. J.
117	$1\frac{1}{2}$ miles north of Beachhaven.....	Beach Haven Terrace, N. J.
119	Near the light north of Little Egg Inlet.....	Beachhaven, N. J.
120	South side of Little Egg Inlet.....	Brigantine, N. J.
121	$5\frac{1}{2}$ miles north of Absecon light.....	Do.
122	$3\frac{1}{2}$ miles north of Absecon light.....	Do.
123	At Absecon light.....	Atlantic City, N. J.
125	$6\frac{1}{2}$ miles south of Absecon light.....	Longport, N. J.
126	South side of Great Egg Inlet.....	Ocean City, N. J.
128	Near Corson Inlet, north side.....	Do.
129	$3\frac{1}{2}$ miles north of Townsend Inlet.....	Sea Isle City, N. J.
130	Near Townsend Inlet, north side.....	Townsend Inlet, Cape May County, N. J.
131	$3\frac{1}{2}$ miles southwest from Ludlam Beach light.....	Avalon, N. J.
132	$2\frac{1}{2}$ miles northeast from Hereford Inlet light.....	Stonaharbor, N. J.
133	Near Hereford light.....	Anglesea, N. J.
134	6 miles northeast of Cape May City.....	Wildwood, N. J.
135	4 miles northeast of Cape May City.....	Cape May City, N. J.
136	$\frac{1}{2}$ mile east of Cape May City.....	Cape May, N. J.
137	Near Cape May light.....	Do.
138	.....	.....

¹ Chadwick, N. J., in summer.

XII. Sixth District. Coast between Delaware and Chesapeake Bays. In charge of a district superintendent stationed at Lewes, Del.

Designation of station.	Location.	Post-office address.
139	2 miles west from Cape Henlopen Light.	Lewes, Del.
140	$\frac{1}{2}$ mile south of Cape Henlopen Light....	Do.
141	Opposite north end of Rehoboth Bay.....	Rehoboth Beach, Del.
142	North of Indian River Inlet.....	Do.
143	$7\frac{1}{2}$ miles north of Fenwick Light.....	Bethany Beach, Del.
144	$1\frac{1}{2}$ miles north of Fenwick Light.....	Selbyville, Del.
145	3 miles south of Fenwick Light.....	Ocean City, Md.
146	Ocean City.....	Do.
147	10 miles south of Ocean City.....	Do.
148	$13\frac{1}{2}$ miles northeast of Assateague Light.....	Girdletree, Md.
149	$13\frac{1}{2}$ miles northeast of Assateague Light.....	Chincoteague Island, Va.
150	$1\frac{1}{2}$ miles south of Assateague Light.....	Do.
151	$1\frac{1}{2}$ miles south of Chincoteague Inlet.....	Do.
152	On Metomkin Beach, near Metomkin Inlet.....	Accomac, Va.
153	South end of Cedar Island.....	Wachapreague, Va.
154	Midway of Parramore Beach.....	Do.
155	South end of Hog Island.....	Broadwater, Northampton County, Va.
156	South end of Cobb Island.....	Oyster, Va.
157	At Cape Charles Light.....	Magotha, Va.
158	.....	.....
159	.....	.....
160	.....	.....

1. The Secretary of the Treasury—Continued.

2. Assistant Secretary of the Treasury. (Having supervision.)—Continued.

3. Captain Commandant, etc.—Continued.

B. Field service—Continued.

XIII. Seventh District. Coast from Cape Henry, Va., to New River Inlet, North Carolina. In charge of a district superintendent stationed at Elizabeth City, N. C.

Designation of station.	Location.	Post-office address.
161	$\frac{1}{2}$ mile southeast of Cape Henry Light....	Cape Henry, Va.
162	$\frac{1}{2}$ miles south of Cape Henry Light....	Virginia Beach, Va.
163	10 miles south of Cape Henry Light.....	Do.
164	On beach abreast of North Bay.....	Do.
165	On beach abreast of Back Bay.....	Box 9, R. D. No. 1, Virginia Beach, Va.
166	On beach abreast of Knotts Island.....	Deals, N. C.
167	$\frac{1}{2}$ miles north of Currituck Beach Light.....	Seagull, N. C.
168	$\frac{1}{2}$ mile north of Currituck Beach Light.....	Corolla, N. C.
169	$\frac{1}{2}$ miles south of Currituck Beach Light.....	Poplar Branch, N. C.
170	10 $\frac{1}{2}$ miles south of Currituck Beach Light.....	Duck, N. C.
171	5 miles north of Kitty Hawk.....	Do.
172	On the beach abreast of north end of Kitty Hawk Bay.....	Kitty Hawk, N. C.
173	$\frac{1}{2}$ miles south of Kitty Hawk.....	Do.
174	9 miles north of Oregon Inlet.....	Manteo, N. C.
175	$\frac{1}{2}$ mile northeast of Bodie Island Light.....	Do.
176	$\frac{1}{2}$ mile south of Oregon Inlet.....	Do.
177	2 miles north of New Inlet.....	Do.
178	.....	.....
179	5 miles south of New Inlet.....	Rodanthe, N. C.
180	11 $\frac{1}{2}$ miles south of New Inlet.....	Salvo, Dare County, N. C.
181	11 $\frac{1}{2}$ miles north of Cape Hatteras Light.....	Avon, Dare County, N. C.
182	$\frac{1}{2}$ mile north of Cape Hatteras Light.....	Do.
183	1 mile south of Cape Hatteras Light.....	Buxton, N. C.
184	4 miles west of Cape Hatteras Light.....	Frisco, N. C.
185	3 miles east of Hatteras Inlet.....	Hatteras, N. C.
186	1 $\frac{1}{2}$ miles west of Hatteras Inlet.....	Do.
187	3 miles northeast of Ocracoke Inlet.....	Ocracoke, N. C.
188	Northeast end of Portsmouth Island.....	Portsmouth, N. C.
189	On Core Bank, opposite Hunting Quarters, about halfway between Ocracoke Inlet and Cape Lookout.....	Atlantic, N. C.
190	11 miles south of Cape Lookout Light.....	Harkers Island, N. C.
191	Beaufort Entrance, $\frac{1}{2}$ mile north of Fort Macon.....	Beaufort, N. C.
192	Inner shore of Bogue Banks, $\frac{1}{2}$ mile east of Bogue Inlet.....	Swansboro, N. C.

XIV. Eighth District. Coast of North Carolina from New River Inlet, south, coasts of South Carolina, Georgia, and Florida. In charge of a district superintendent stationed at Jacksonville, Fla.

Designation of station.	Location.	Post-office address.
193	On Smiths Island, Cape Fear.....	Southport, N. C.
194	West side, mouth of Cape Fear River.....	Do.
195	.....	.....
196	Moultrieville, Sullivan's Island, at north end of harbor jetty.....	Moultrieville, S. C.
197	.....	.....
198	.....	.....
199	.....	.....
200	.....	.....
201	.....	.....
202	20 miles south of Matanzas Inlet.....	Bulow, Fla.
203	On beach outside Mosquito Lagoon.....	Oak Hill, Fla.
204	11 miles north of Cape Canaveral.....	Titusville, Fla.
205	16 miles north of Indian River Inlet.....	Vero, Fla.
206	South side of Indian River Inlet.....	Fort Pierce, Fla.
207	St. Lucie Rocks, 2 miles north of Gilberts Bar Inlet.....	Sewalls Point, Fla.
208	4 miles north of New River Inlet.....	Fort Lauderdale, Fla.
209	6 miles north of Norris Cut.....	Lemon City, Fla.
210	.....	.....
211	.....	.....
212	Santa Rosa Island, 2 miles east of Fort Pickens.....	Pensacola, Fla.

1. The Secretary of the Treasury—Continued.
2. Assistant Secretary of the Treasury—Continued.
3. Captain Commandant, etc.—Continued.
- B. Field service—Continued.

XV. Ninth District. Coast of Alabama, Mississippi, Louisiana, and Texas. In charge of a district superintendent stationed at Galveston, Tex.

Designation of station.	Location.	Post-office address.
213	.....
214	.....
215	.....
216	West side of Sabine Pass, south of light.	Sabine, Jefferson County, Tex.
217	On Pelican Spit, west side of channel entrance, Galveston.	Galveston, Tex.
218	West end Galveston Island.....	Do.
219	2½ miles northeast of mouth of Brazos River.	Velasco, Tex.
220	Northeast end Matagorda Island.....	Port O'Connor, Tex.
221	Northeast end Mustang Island.....	Port Aransas, Tex.
222	North end Brazos Island, entrance to Brazos Santiago.	Isabel, Tex.
223	.....
224	.....
225	.....
226	.....

XVI. Tenth District. Coasts of Lakes Ontario, Erie, and Huron, to Hammond Bay. In charge of a district superintendent stationed at Buffalo, N. Y.

Designation of station.	Location.	Post-office address.
227	.....
228	.....
229	.....
230	.....
231	North side mouth of Big Sandy Creek..	Woodville, N. Y.
232	East side entrance of Oswego Harbor...	Oswego, N. Y.
233	East side entrance of Charlotte Harbor.	Rochester, N. Y.
234	East side entrance of Niagara River....	Youngstown, N. Y.
235	South side entrance of Buffalo Harbor..	Buffalo, N. Y.
236	North side entrance of Erie Harbor.....	Erie, Pa.
237	West side of Ashtabula Harbor.....	Ashtabula, Ohio.
238	West side entrance of Fairport Harbor.	Fairport Harbor, Ohio.
239	West side entrance of Cleveland Harbor.	Cleveland, Ohio.
240	East side entrance of Black River.....	Lorain, Ohio.
241	Point Marblehead, near Quarry Docks..	Marblehead, Ohio.
242	.....
243	.....
244	.....
245	.....
246	5 miles north of Fort Gratiot light.....	Station 1, Port Huron, Mich.
247	Inside Harbor Beach Harbor.....	Harbor Beach, Mich.
248	Near Pointe aux Barques light.....	R. D., Port Hope, Mich.
249	About 2 miles southeast of Port Austin Reef light.	Port Austin, Mich.
250	Near Tawas light.....	East Tawas, Mich.
251	Near Sturgeon Point light.....	Harrisville, Mich.
252	West side of Thunder Bay Island.....	Alpena, Mich.
253	North end of Middle Island.....	Do.
254	Hammonds Bay.....	Hammond, Mich.

1. The Secretary of the Treasury—Continued.
2. Assistant Secretary of the Treasury—Continued.
3. Captain Commandant, etc.—Continued.
- B. Field service—Continued.

XVII. Eleventh District. Coast of Lake Huron west of Hammond Bay; the east coast of Lake Michigan, together with Beaver and Mackinac Islands and Louisville, Ky. In charge of a district superintendent stationed at Grand Haven, Mich.

Designation of station.	Location.	Post-office address.
255	About midway east side of Bois Blanc Island, Lake Huron.	Point aux Pines, Mich.
256	Mackinac Island.....	Mackinac Island, Mich.
257	Near Beaver Island light.....	Saint James, Beaver Harbor, Mich.
258	South side of Charlevoix Harbor.....	Charlevoix, Mich.
259	Near Pickards wharf, North Manitou Island.	Leland, Mich.
260	Near light, South Manitou Island.....	South Manitou, Mich.
261	Near Glenhaven.....	Glenhaven, Mich.
262	Near Point Betsie light.....	Frankfort, Mich.
263	South side entrance of Frankfort Harbor.	Do.
264	North side entrance of Manistee Harbor.	Manistee, Mich.
265	1 mile south of Big Sable light.....	Ludington, Mich.
266	North side entrance of Ludington Harbor.	Do.
267	North side entrance of Pentwater Harbor.	Pentwater, Mich.
268	North side entrance of White Lake....	Montague, Mich.
269	South side entrance of harbor, Port Sherman.	Muskegon, Mich.
270	North side entrance of Grand Haven Harbor.	Grand Haven, Mich.
271	In Holland Harbor, south side.....	Macatawa, Mich.
272	North side entrance of South Haven Harbor.	South Haven, Mich.
273	In Saint Joseph Harbor, north side....	Saint Joseph, Mich.
274	East side entrance of Michigan City Harbor.	Michigan City, Ind.
275	.....	.....
276	Falls of the Ohio River, Louisville, Ky.	Louisville, Ky.

XVIII. Twelfth District. Coast of Lake Michigan. In charge of a district superintendent stationed at Green Bay, Wis.

Designation of station.	Location.	Post-office address.
277	.....	.....
278	North side entrance of Calumet Harbor, Ill.	South Chicago, Ill.
279	About 7 miles S. by E. of Chicago River light, Ill.	1524 East Sixty-fourth Street, Chicago, Ill.
280	Chicago, Ill.	I. C. Pier No. 1, Chicago, Ill.
281	On the Northwestern University grounds, Evanston, Ill.	Evanston, Ill.
282	Washington Island, Kenosha Harbor, Wis.	Kenosha, Wis.
283	Adjoining light, Racine Harbor, Wis...	Box 683, Racine, Wis.
284	McKinley Park, Milwaukee, Wis.....	Milwaukee, Wis.
285	Entrance to harbor, north side, Sheboygan, Wis.	Sheboygan, Wis.
286	North side entrance of harbor, Two Rivers, Wis.	Two Rivers, Wis.
287	North side entrance of harbor, Kewaunee, Wis.	Kewaunee, Wis.
288	Eastern entrance of Sturgeon Bay Canal, north side.	Sturgeon Bay, Wis.
289	On easterly side of Baileys Harbor, Wis.	Baileys Harbor, Wis.
290	Near northeast point of Plum Island, Wis., 2 miles northwest of Pilot Island light.	Detroit Harbor, Wis.
291	.....	.....

1. The Secretary of the Treasury—Continued.
 2. Assistant Secretary of the Treasury—Continued.
 3. Captain Commandant, etc.—Continued.
- Field service—Continued.
- XVIII. Twelfth District, etc.—Continued.

Designation of station.	Location.	Post-office address.
292	10 miles west of Whitefish Point, Lake Superior.	Vermilion, Chippewa County, Mich.
293	18 miles west of Whitefish Point, Lake Superior.	Do.
294	Near mouth of Two Heart River, Lake Superior.	Do.
295	Near mouth of Sucker River, Lake Superior.	Do.
296	West of harbor entrance, Grand Marais, Mich.	Grand Marais, Mich.
297	Near light, Marquette, Mich.	Marquette, Mich.
298		
299	Near light, Eagle Harbor, Mich.	Eagle Harbor, Mich.
300	$\frac{1}{2}$ mile from north end of Old Portage Lake Ship Canal, Mich.	Hancock, Mich.
301		
302		
303		
304	On Minnesota Point, Upper Duluth, Minn.	Duluth, Minn.

XIX. Thirteenth District. Coasts of California, Oregon, Washington, and a station at Nome, Alaska. In charge of a district superintendent stationed at San Francisco, Cal.

Designation of station.	Location.	Post-office address.
305	Nome, Alaska.	Nome, Alaska.
306	Neah Bay, Wash., 7 miles east of Cape Flattery light.	Neah Bay, Wash.
307	Just south of Grays Harbor light, Wash.	Westport, Chehalis County, Wash.
308	Near lighthouse boat landing, Willapa Bay, Wash.	North Cove, Wash.
309	13 miles north of Cape Disappointment, Wash.	Klipsan Beach, Wash.
310	Fort Canby, Baker Bay, Wash.	Fort Canby, Wash.
311	$\frac{1}{2}$ mile southeast of Fort Stevens, Oreg.	Hammond, Clatsop County, Oreg.
312	North side of entrance of Tillamook Bay, Oreg.	Barview, Oreg.
313	North side of harbor entrance, Newport, Oreg.	Newport, Oreg.
314		
315	Near entrance of Umpqua River, north side.	Winchester Bay, Oreg.
316	South side Coos Bay, Oreg.	Empire, Oreg.
317	Bandon, Oreg.	Bandon, Oreg.
318	Near old lighthouse tower, north side entrance, Humboldt Bay, Cal.	Eureka, Cal.
319	3 miles southeast from Point Arena light, Cal.	Point Arena, Mendocino County, Cal.
320	$3\frac{1}{2}$ miles north of Point Reyes light, Cal.	Point Reyes, Marin County, Cal.
321		
322	Near Point Bonita light, Cal.	Fort Barry, Cal.
323	$\frac{1}{2}$ mile east of Fork Point light, Cal.	Presidio, San Francisco, Cal.
324	Golden Gate Park, San Francisco, $\frac{1}{2}$ mile south of Point Lobos.	San Francisco, Cal.
325	$3\frac{1}{2}$ miles south of Station No. 324.	Fort Funston, San Francisco, Cal.

XX. Coast Guard Academy at Fort Trumbull, New London, Conn., for the education and training of cadets. During the summer months the *Itasca* is detailed for the annual practice cruise for cadets.

1. The Secretary of the Treasury—Continued.
2. Assistant Secretary of the Treasury. (Having supervision.)—Continued.
3. Captain Commandant, etc.—Continued.

B. Field service—Continued.

- XXI. Coast Guard depot at South Baltimore, Md. Plant for overhauling and repairing vessels on the Atlantic coast.
- XXII. Coast Guard store at New York City. General storehouse for purchasing and issuing supplies on the Atlantic coast.
- XXIII. Coast Guard store at Grand Haven, Mich. General storehouse for the Great Lakes.
- XXIV. Coast Guard store at San Francisco, Cal. General storehouse for the Pacific coast.

PERSONNEL.

The authorized commissioned personnel of the Coast Guard is 270, divided into the following grades:

1 captain commandant.	2 constructors with the rank of first lieutenant.
6 senior captains.	1 district superintendent with relative rank of captain.
31 captains.	3 district superintendents with relative rank of first lieutenant.
37 first lieutenants.	4 district superintendents with relative rank of second lieutenant.
94 {second lieutenants.	5 district superintendents with relative rank of third lieutenant.
{third lieutenants.	
1 engineer in chief.	
6 captains of engineers.	
28 first lieutenants of engineers.	
51 {second lieutenants of engineers.	
{third lieutenants of engineers.	

At the Coast Guard Academy, New London, Conn., there were on June 30, 1917, 13 cadets of the line and 1 cadet engineer in all. At that time there were 30 vacancies in the commissioned personnel.

By law the officers of the Coast Guard rank as follows:

Captain commandant, with.....	{Colonel, United States Army.
Senior captain and engineer in chief, with.....	{Captain, United States Navy.
with.....	{Lieutenant colonel, United States Army.
Captain and captain of engineers, with.....	{Commander, United States Navy.
with.....	{Major, United States Army.
First lieutenant and first lieutenant of engineers, with.....	{Lieutenant commander, United States Navy.
with.....	{Captain, United States Army.
Second lieutenant and second lieutenant of engineers, with.....	{Lieutenant (senior), United States Navy.
with.....	{First lieutenant, United States Army.
Third lieutenant and third lieutenant of engineers, with.....	{Lieutenant (junior), United States Navy.
with.....	{Second lieutenant, United States Army.
with.....	{Ensign, United States Navy.

The pay of the commissioned personnel, except for the grade of district superintendent, is fixed by Congress to correspond with the pay and allowances of like rank in the Army. Officers are retired upon reaching the age of 64 years or upon becoming physically incapacitated for active service, and may, with the approval of the Secretary of the Treasury, be retired after 30 years' service. At the present time officers reach command rank at about 40 years of age, which goes far toward maintaining the efficiency of the service.

The total authorized complement of warrant officers, petty officers, and men is 4,897, their pay being regulated by law. Warrant officers are appointed by the Secretary of the Treasury, and hold their appointments during good behavior. Petty officers and other men are enlisted for periods of one year. Efficiency in the enlisted ranks

is rewarded by promotion to the several grades of petty officers, and the warrant officers are selected from the petty officers as vacancies occur. Warrant and petty officers receive 10 per cent increase for every five years of service, not to exceed 40 per cent in all. Enlisted men receive an increase for each three years of continuous service up to and including 15 years. Subsistence or an allowance therefor is provided by the Government, and enlisted men receive an annual allowance for uniform clothing. Warrant officers, petty officers, and enlisted men are retired under the same conditions as commissioned officers.

Offenses against discipline are dealt with by means of courts-martial, convened by or under the direction of the Secretary of the Treasury. These courts are by law organized and the procedure conducted substantially in accordance with naval courts, and the jurisdiction of the courts and the punishment to be imposed by them are defined by law.

EQUIPMENT—VESSELS.

The general designs of the cutters are such as best fit them for the duties to which they are assigned. Harbor cutters are required to board incoming vessels by going alongside, and hence must be of strong construction and of medium speed; the tugboat type is therefore the most efficient for this class of duty. The seagoing cutters must be seaworthy, capable of going out in all kinds of weather for the purpose of rendering assistance to vessels in distress; they must also be capable of carrying large quantities of fuel, water, and supplies, in order that they may keep the sea for extended periods in searching for derelicts, or in making cruises in the unfrequented waters of Alaska, where there are but few fueling ports. Owing to the military status of the Coast Guard, and the ultimate use of all seagoing cutters for purposes of national defense, they must also conform generally to the requirements of the Navy for vessels of this size and type. In fixing the general characteristics of vessels of the gunboat type the General Board of the Navy requires a sustained speed of 12 knots per hour, a displacement of between 1,000 and 1,400 tons, medium draft, and as large a steaming radius as practicable for vessels having these other qualifications. These features approximate very closely the requirements of cutters for the ordinary duties of the Coast Guard, and therefore the policy of designing all new seagoing cutters so as to adhere as closely as possible to the standards adopted by the Navy for the gunboat class has been adopted.

Special types of fast motor boats are necessary in particular localities and several were added to the fleet during the past year.

CRUISING CUTTERS (22).

Acushnet.—A seagoing tug; is stationed at Woods Hole, Mass. She is a powerful steel vessel of 800 tons displacement and was built at Newport News, Va., in 1908. Her general dimensions are 152 feet long over all, 29 feet beam, and 13 feet 9 inches draft. She has water-tube boilers, a triple-expansion engine of 1,000 indicated horsepower, and a speed of 12½ knots. Fitted with 1-kw. radio set. Armed with two 1-pounder semiautomatic guns.

Algonquin.—A steel steamer 205 feet 6 inches long over all, 32 feet beam, 13½ feet draft, and has a displacement of 1,181 tons. She

was constructed at Cleveland, Ohio, in 1898, and intended for service on the Great Lakes. She was needed on the Atlantic coast during the Spanish War, and it was necessary to cut her in two to allow passage through the canals. This vessel has powerful machinery which is capable of developing 2,400 horsepower, with a resultant speed of 16 knots. This vessel has recently undergone extensive repairs to both hull and machinery at the Arundel Cove depot. New boilers were fitted, her engines redesigned, and the vessel fitted for using oil as fuel. In the winter the *Algonquin's* headquarters are at Astoria, Oreg.; in the summer she is detailed to the Bering Sea patrol and other duties in Alaskan waters. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounder guns.

Androscoggin.—A cutter of 1,600 tons displacement, with headquarters at Boston, Mass. She is 210 feet long over all, 35 feet 2 inches beam, and 17½ feet draft. She was constructed at Tompkins Cove, N. Y., in 1908, and is of wood throughout, for the reason that during the winter season she sometimes has to break through the ice for the relief of shipping. The vessel has a very large coal and water capacity and is used in extending medical relief to crews of the fishing fleets. She has modern machinery capable of developing about 1,600 horsepower, and is now in fair condition throughout. Her cruising grounds at the present time, while engaged in extending medical and surgical aid to the crews of American fishing vessels, are on the several fishing banks where they congregate. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

Apache.—This cutter was built in Baltimore, Md., in 1891, and formerly was known as the *Galveston*. Originally a twin-screw craft, she was in 1905 fitted with new machinery throughout and transformed to single screw. She is 188 feet long over all, 29 feet beam, 9 feet 3 inches draft, and displaces 700 tons. The material used in her construction is iron. The new machinery is capable of developing about 1,200 horsepower, and since being reconstructed she is a fairly efficient craft for a vessel now over 26 years old. She has headquarters at Baltimore, Md., and her cruising grounds consist of Chesapeake Bay and its various tributaries. Fitted with 1-kw. radio set. Armed with three rapid-fire 3-pounders.

Bear.—This vessel, one of the best known in the Government service, was built at Greenock, Scotland, in 1874, and was originally used as an Arctic whaler. In 1883 she was purchased by the United States for use on the Greely relief expedition. Having successfully fulfilled the object for which she was purchased, she was in 1885 transferred from the Navy Department to the Revenue-Cutter Service. She is, of course, built very solidly of wood for service in the ice. Her length over all is 198 feet, beam 28½ feet, and draft 18 feet 2 inches, with a displacement of 1,700 tons. She has had frequent repairs and been modernized, so that to-day she is in fairly good condition. Her winter headquarters are at San Diego, Cal., from whence she cruises along the southern coast of California. In the summer months she makes annual cruises to Alaska and the Arctic Ocean as far north as Point Barrow. Her propelling machinery is such as to give her a speed of only 8 knots, but she is also a barkentine, rigged for full sail power, which is used to assist the steam machinery. Fitted with 2-kw. radio set. Armed with three rapid-fire 6-pounders.

Comanche (formerly *Windom*).—A twin-screw, steel vessel, built at Dubuque, Iowa, in 1896. Her length over all is 170 feet 8 inches; beam, 27 feet; draft, $9\frac{1}{2}$ feet, with a displacement of 670 tons. Recently this vessel has been rebuilt and fitted with new water-tube boilers designed for burning oil fuel. Her efficiency as a cruising cutter has greatly increased. Her headquarters are at Galveston, Tex., and her cruising district extends from New Orleans, La., to the mouth of the Rio Grande. Fitted with 2-kw. radio set. Armed with three rapid-fire 3-pounders.

Gresham.—A steel vessel, built at Cleveland, Ohio, in 1897. She is 205½ feet long, 32 feet beam, and $12\frac{1}{2}$ feet draft, with a displacement of 1,090 tons. Originally intended for cruising on the Great Lakes, the necessities of the Spanish War caused her to be brought to the Atlantic coast, where she has since remained. She is fitted with steam machinery of 2,500 horsepower, and has attained a maximum speed of 17 knots. This craft, now 20 years in service, is in poor condition and needs to be thoroughly overhauled and modernized. Her headquarters are at Boston, Mass., and her cruising grounds extend from Portsmouth, N. H., to Nantucket Shoals Lightship. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

Itasca.—This vessel was formerly the practice ship *Bancroft*, built for service in connection with the Naval Academy at Annapolis. In 1906 she was transferred to the then Revenue-Cutter Service, thoroughly overhauled, and fitted with new boilers. She was built of steel throughout at Elizabethport, N. J., in 1893, and is now in fairly good condition. The principal dimensions are 189½ feet long over all, 32 feet beam, 13 feet 10 inches draft, with a displacement of 980 tons. She is fitted with twin screws and is capable of making a speed of $14\frac{1}{2}$ knots under forced draft. During the summer months she makes annual deep-sea cruises for the instruction and training of the corps of cadets. In the winter season she is used as a relief vessel for any which may be undergoing repairs. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

Manning.—Of the composite type of construction, built at Boston, Mass., in 1897. She is 205 feet long over all, 32 feet beam, 13 feet 9 inches draft, and has a displacement of 1,150 tons. The old boilers of this cutter have recently been replaced with modern water-tube boilers, her bunkers and fresh-water capacity greatly enlarged, and her main engine cylinders redesigned. The results have been very successful, and the vessel is now very efficient as a cruising cutter. Her headquarter are at Savannah, Ga., from which she patrols that portion of the South Atlantic Coast extending from Cape Lookout, N. C., to Fernandina, Fla. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

Mohawk.—A steel cutter, built at Richmond, Va., in 1902. She is 205½ feet long over all, 32 feet beam, and 12 feet 7 inches draft, with a displacement of 1,150 tons. This vessel has recently had some repairs and is now in good condition. She has headquarters at New York, and cruises the Atlantic Ocean and tributary waters between Gay Head, Mass., and Delaware Breakwater in performing her duties of assisting vessels in distress and enforcing the various navigation laws. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

Morrill.—Constructed of iron at Wilmington, Del., in 1889. She is 145 feet 3 inches long over all, 24 feet beam, 9½ feet draft, and has a displacement of 420 tons—somewhat inadequate for the modern requirements of a cruising cutter. Six years ago she was equipped with a new boiler and given a thorough overhauling. Owing to her age and small size, she is not an efficient vessel for this station and should soon be replaced by a new and larger cutter. Her headquarters are at Detroit, Mich., and she cruises the waters of Lakes Huron, St. Clair, Erie, and Ontario. Fitted with 2-kw. radio set. Armed with one rapid-fire 3-pounder.

Onondaga.—A steel vessel, sister ship of the *Algonquin*, and, like her, was cut in two during the Spanish-American War and brought to the Atlantic coast from Cleveland, Ohio, where she was built in 1898. She is 205½ feet long over all, 32 feet beam, 13 feet 2 inches draft, and displaces 1,190 tons. This vessel has done much hard cruising and at present is in bad condition. She has been withdrawn from active cruising and is now at Arundel Cove, Md., for extensive repairs to hull and machinery. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

Ossipee.—A steel vessel constructed at Newport News, Va., and completed in 1915. She is 165 feet 10 inches long over all, 32 feet beam, molded, and has a mean draft of 11 feet 6 inches, her displacement at that draft being 908 tons. She is equipped with a triple-expansion engine and water-tube boilers, which developed 1,200 indicated horsepower on trial and gave a speed of 12½ knots. This vessel is especially constructed for breaking ice in the winter season along the New England coast. The bunker and tank capacities of this ship are very large for a vessel of her size, which enable her to be used for making long cruises in connection with derelict work. She is stationed at Portland, Me., and cruises along the coasts of Maine and New Hampshire. She is fitted with a 2-kw. radio set. Armed with four rapid-fire 6-pounders.

Pamlico.—Built especially for service in inland waters, and was designed for very light draft. Constructed of steel throughout at Wilmington, Del., in 1907. She is 158 long, 30 feet beam, draws 5 feet 8 inches, and displaces 450 tons. She is equipped with twin screws, and her machinery is of the most modern type. Her general condition is good. The headquarters of the *Pamlico* are at Newbern, N. C., and her cruising district embraces the waters of Albemarle and Pamlico Sounds and the Neuse River, where she enforces the navigation laws and renders aid to the large fleet of small vessels which are engaged in the fishing, oyster, and transportation business. Fitted with 2-kw. radio set. Armed with two rapid-fire 3-pounders.

Seminole.—Constructed of steel throughout at Baltimore, Md., in 1900. She is 188 feet long over all, 29½ feet beam, 11 feet 8 inches draft, and her displacement is 845 tons. New boilers have been fitted, her coal capacity enlarged, and extensive repairs and improvements made to her hull, so that she is now in very good condition for a vessel of her age. The vessel's headquarters are at Wilmington, N. C., from whence she patrols from Cape Hatteras to Charleston, S. C. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

Seneca.—A steel vessel, built at Newport News, Va., in 1908. The principal dimensions are: Length over all, 204 feet; beam, 34 feet; draft, 17 feet 3 inches; and a displacement of 1,445 tons. She is

popularly known as the "derelict destroyer," from the fact that she is the only vessel in the world which is used exclusively for the purpose of destroying floating and sunken derelicts. The act of Congress approved May 12, 1906, provided that she should be "specially fitted for and adapted to service at sea in bad weather, for the purpose of blowing up or otherwise destroying or towing into port wrecks, derelicts, and other floating dangers to navigation." She is, therefore, a vessel capable of keeping the seas for long periods in any kind of weather, and is provided with all necessary apparatus for carrying out the purposes for which she was constructed. She has a maximum speed of about $12\frac{1}{2}$ knots and is a thoroughly efficient vessel, as attested by the large amount of valuable work which she has performed since being commissioned. Her headquarters are at New York City, and her activities are limited to certain portions of the North Atlantic Ocean to the eastward of the United States. She is also authorized, under special circumstances, in the interest of shipping, to proceed beyond those limits. For the past four seasons she has been detailed for ice-patrol duty in the vicinity of the Grand Banks. In the summer months, during periods of fair weather, this vessel is also, owing to the exigencies of the service, frequently required to patrol regatta courses and enforce navigation laws. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

Snohomish.—This is another vessel which, with the *Seneca*, is of a "special type." The act of April 19, 1906, required "that there shall be constructed, for and under the supervision of the Coast Guard, a first-class seagoing tug for service in saving life and property in the vicinity of the North Pacific coast of the United States, which tug shall be equipped with wireless-telegraph apparatus, surfboats, and such other modern life and property saving appliances as may be deemed useful in assisting vessels and rescuing persons and property from the perils of the sea." The *Snohomish* is constructed of steel, 152 feet long over all, 29 feet beam, 15 feet 5 inches draft, with a displacement of 880 tons. As required by law, she is equipped with every device of any practical value in the saving of life. Although her headquarters are at Port Angeles, Wash., she spends the greater part of the time at Neah Bay, Wash., where she is kept in constant readiness to answer calls for assistance. Fitted with 1-kw. radio set. Armed with two 1-pounder semiautomatic guns.

Tallapoosa.—This cutter was recently completed at Newport News, Va., and is constructed throughout of steel. She has a length over all of 165 feet 10 inches; breadth molded, 32 feet. Her mean draft is 11 feet 6 inches, with a displacement at that draft of 912 tons. Her triple-expansion engines are capable of developing 1,200 horsepower, which gives the cutter a speed of $12\frac{1}{2}$ knots. She is fitted for burning oil fuel exclusively, and her large tank capacity for both oil and water gives her an unusually large steaming radius. This enables her to make long-continued cruises in the waters of the Gulf of Mexico for the purpose of locating and destroying derelicts. She is stationed at Mobile, Ala., and her cruising district is confined to the Gulf of Mexico. She is fitted with a 2-kw. radio set and armed with four rapid-fire 6-pounders.

Tampa (formerly *Miami*).—Launched at Newport News, Va., in February, 1912. She is a steel vessel throughout, 190 feet long over all, $32\frac{1}{2}$ feet beam, 14 feet 1 inch draft, and has a displacement of

1,180 tons. This vessel is modern in every respect and is provided with water-tube boilers and a triple-expansion engine of 1,300 indicated horsepower, which gives her a speed of $12\frac{1}{2}$ knots. She has an unusually large coal and water capacity, which enables her to make long-continued cruises in search of derelicts and in the assistance of distressed vessels. The *Tampa* is stationed at Key West, Fla. During the past four seasons she has been one of the two vessels detailed for ice-patrol duty. Her regular cruising grounds are the waters of southern Florida as far north as Fernandina and the Gulf of Mexico. Fitted with 2-kw. radio set. Armed with three rapid-fire 6-pounders.

Tuscarora.—A steel vessel built at Richmond, Va., in 1902. Her principal dimensions are 178 feet over all, 30 feet beam, 10 feet 11 inches draft, with a displacement of 740 tons. This cutter is now 15 years old, and her machinery and equipment will soon need a general overhauling. She is stationed at Milwaukee, Wis., from whence she cruises the waters of Lakes Michigan and Superior. Fitted with 1-kw. radio set. Armed with one rapid-fire 3-pounder.

Unalga.—A sister ship to the *Tampa*, built of steel and launched at Newport News, Va., February, 1912. She is of steel construction, 190 feet long, $32\frac{1}{2}$ feet beam, 14 feet 1 inch draft, and a displacement of 1,180 tons. She is provided with a triple-expansion engine and water-tube boilers capable of developing 1,300 indicated horsepower, which gives a speed of $12\frac{1}{2}$ knots. The bunker and tank capacity of this ship are unusually large for a vessel of this class, which enables her to make long-continued cruises in Alaska waters. She is stationed at Seattle, Wash., and in the winter season she cruises in the waters of Puget Sound and vicinity. Fitted with 2-kw. radio set. Armed with three rapid-fire 6-pounders.

Yamacraw.—A steel cutter, built at Camden, N. J., in 1909. The principal dimensions are 191 feet 8 inches length over all, $32\frac{1}{2}$ feet beam, 13 feet draft, and has a displacement of 1,080 tons. She has recently been given a thorough overhauling at Arundel Cove, Md. She is stationed at Norfolk, Va., and her cruising district extends from Great Egg Harbor, N. J., to Cape Hatteras, N. C. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

HARBOR CUTTERS AND LAUNCHES (13).

Arcata.—A wooden tug, 85 feet long over all, 17 feet beam, and 10 feet 4 inches draft, with a displacement of 140 tons, has recently been provided with a new boiler fitted for burning oil. Was built at San Francisco in 1903, and is now in good condition. She is stationed at Port Townsend, Wash., and her cruising grounds are confined to Puget Sound.

Calumet.—A harbor boat, built of steel throughout at Buffalo, N. Y., in 1894. She is $94\frac{1}{2}$ feet long over all, $20\frac{1}{2}$ feet beam, and 9 feet deep, with a displacement of 170 tons. She has recently been fitted with a new boiler designed to use oil fuel, and is now in fairly good condition. Her headquarters are at New York City, and she is employed principally in boarding incoming vessels in connection with the customs service.

Davey.—This harbor vessel was built of steel throughout at Wilmington, Del., in 1908. She is $92\frac{1}{2}$ feet long over all, 19 feet beam, 11 feet 2 inches draft, and displaces 180 tons. Recently she was fitted with a new water-tube boiler and is now an oil burner. She is

PLATE IV.



DRILL WITH BEACH APPARATUS.

employed for boarding incoming vessels at New Orleans, La., in connection with the customs service and for enforcing the navigation laws in the lower Mississippi River.

Golden Gate.—A harbor vessel built of steel throughout, at Seattle, Wash., in 1896. She is 110 feet long over all, 20½ feet beam, 9 feet 10 inches draft, with a displacement of 240 tons. In 1910 a new boiler with oil-fuel-burning apparatus was installed, and she is now in fairly good condition. She is employed for boarding purposes in connection with the customs service in San Francisco Harbor and for general Coast Guard purposes in San Francisco Bay and its tributaries.

Guide.—This is a motor boat built at Bayonne, N. J., in 1907. She is 70 feet long over all, 13 feet beam, with a draft of 4½ feet. She is equipped with twin screws operated by two gasoline engines of 60 horsepower each, and is in fair condition. Her duties are confined to enforcing the anchorage, motor-boat, and navigation laws in New York Harbor and vicinity.

Guthrie.—A steel harbor vessel, constructed at Baltimore, Md., in 1895. She is 88 feet long over all, 17 feet beam, 9 feet draft, with a displacement of 150 tons. Now 22 years old, this vessel is in fairly good condition, but needs a new boiler to keep her efficient for the duties performed, which consist of boarding incoming vessels for the customs authorities at Philadelphia, Pa., and the enforcement of the motor-boat and navigation laws in that vicinity.

Hudson.—This harbor vessel was built of iron throughout at Camden, N. J., in 1893. She is 96½ feet long, 20 feet beam, 9 feet draft, and has a displacement of 180 tons. A new boiler has been installed and the vessel is in fairly good condition. She is stationed at New York City, where her principal duties are in connection with the customs service at that port.

Mackinac.—A vessel of the harbor type, constructed of steel throughout at Baltimore, Md., in 1903. She is 110 feet long over all, 20½ feet beam, 10½ feet draft, and has a displacement of 240 tons. She is in good condition, and is employed in regulating the passage of the vast fleet of vessels through the approaches to the Sault Ste. Marie Canal and locks which connect Lakes Huron and Superior. She also enforces navigation and motor-boat laws in that vicinity.

Magothy.—A steel steamer built in 1895 at West Bay City, Mich. She is 100 feet 2 inches long over all, 13 feet 2 inches beam, and 5 feet 9 inches depth. Transferred from the Public Health Service in May, 1916, and is now at the depot, Arundel Cove, unassigned.

Manhattan.—This is one of the oldest vessels in the service and was constructed at Chester, Pa., in 1873, of iron. She is 102 feet long, 20 feet 5 inches beam, 8½ feet draft, and has a displacement of 145 tons. The machinery of this vessel is of an antiquated type and inefficient; the hull is in bad condition, and a new vessel, most urgently needed, is now being constructed for the performance of her very important duties, which consist principally of enforcing the anchorage regulations in the port of New York.

Tioga.—A harbor vessel built at Solomons Island, Md., in 1916. Is 81 feet 3 inches long, 18½ feet beam, 9 feet depth, and fitted with steam machinery. She is stationed at Baltimore, Md., where she performs duties in connection with the customs service.

Winnisimmet.—A harbor vessel built at Baltimore, Md., in 1903. She is of steel, and her principal dimensions are 96½ feet long, 20½ feet beam, 9 feet 1 inch draft, with a displacement of 180 tons. Her condition is but fair and she will shortly need a thorough overhauling. She now performs the duties of boarding incoming foreign vessels at Boston, Mass., and enforcing the motor-boat laws in that harbor.

Wissahickon.—A harbor vessel built at Baltimore, Md., in 1904. She is of steel throughout; is 96½ feet long, 20½ feet beam, 9 feet 5 inches draft, and displaces 195 tons. She is in fair condition, and performs the work of boarding incoming foreign vessels and enforcing the navigation laws at the port of New York.

SMALLER TUGS AND LAUNCHES (11).

In addition to the foregoing there are 11 smaller tugs and launches, under 70 feet in length, stationed at various points where they perform Coast Guard and customs duties.

STATION SHIP (1).

Colfax.—This is a vessel worn out for cruising purposes, now used at the service depot, Arundel Cove, Md., as a station ship. She was formerly a side-wheeler, but the machinery has been removed and additional living quarters provided, in order to house the crews of cutters undergoing repairs. Her over-all dimensions are 179 feet 5 inches long, 25 feet beam, and draft 10 feet, with a displacement of 486 tons.

THE COAST GUARD FLAG.

The distinctive flag flown from the foremast on all Coast Guard cutters causes many inquiries as to its origin, and the following sketch of the history of this flag will therefore be of interest.

Nine years after the establishment of the Revenue-Cutter Service, the forebear of the existing Coast Guard, Congress, in the act of March 2, 1799, provided that—

The cutters and boats employed in the service of the revenue shall be distinguished from other vessels by an ensign and pennant, with such marks thereon as shall be prescribed by the President. If any vessel or boat, not employed in the service of the revenue, shall, within the jurisdiction of the United States, carry or hoist any pennant or ensign prescribed for vessels in such service, the master of the vessel so offending shall be liable to a penalty of \$100.

Under date of August 1, 1799, the Secretary of the Treasury, Oliver Wolcott, issued an order announcing that in pursuance of authority from the President the distinguishing ensign and pennant should consist of "16 perpendicular stripes, alternate red and white, the union of the ensign to be the arms of the United States in dark blue on a white field."

This picturesque flag, with its vertical stripes, now so familiar in American waters, was arranged with historical detail, inasmuch as in the union of the flag there are 13 stars, 13 leaves to the olive branch, 13 arrows and 13 bars to the shield, all corresponding to the original number of States constituting the Union at the time of the founding of the Republic. The 16 vertical stripes in the body of the flag are symbolical of the number of States composing the Union when this flag was officially adopted.

Originally intended to be flown only on revenue cutters and boats connected with the Customs Service, in the passage of time there grew up a practice of flying this distinctive flag from certain customhouses, and finally, by direction of the Secretary of the Treasury, in 1874, it was flown from all customhouses. From then until 1910 it was displayed indiscriminately on customhouses, customs boats, and revenue cutters.

In order, therefore, that this distinctive ensign, the sign of authority of a cutter, should be used for no other purpose as originally contemplated, President Taft issued the following Executive order on June 7, 1910:

By virtue of the authority vested in me under the provisions of section 2764 of the Revised Statutes, I hereby prescribe that the distinguishing flag now used by vessels of the Revenue-Cutter Service be marked by the distinctive emblem of that service, in blue and white, placed on a line with the lower edge of the union, and over the center of the seventh vertical red stripe from the mast of said flag, the emblem to cover a horizontal space of three stripes. This change to be made as soon as practicable.

Upon the establishment of the Coast Guard, which absorbed the duties of the Revenue-Cutter Service, the ensign described above became the distinctive flag of Coast Guard cutters, which if flown from any other vessel or boat within the jurisdiction of the United States will subject the offender to the penalty of the law.

EQUIPMENT—STATIONS.

The equipment of Coast Guard stations consists of the beach apparatus—line-projecting guns, hawsers, breeches buoys, etc.—flag and pyrotechnic signals, heaving sticks and lines, life preservers, life cars and lifeboats, surfboats, and other types of boats.

The outfits are practically the same at all the stations, but the boats are of various types, depending upon their suitability for rescue work on the different coasts. The lifeboats are too heavy to be launched from the beach into the surf, and launching ways are provided and located for them where comparatively smooth water prevails—on rivers, bays, and inlets. The surfboats are launched into the surf without the aid of launching ways.

Types of boats.—Boats used in the Coast Guard may be divided into two general classes—those driven by gasoline motors and those without motive power other than sails or oars. They are further subdivided as to their hull construction; they may be open boats, self-bailing, and self-righting and self-bailing.

Lifeboats are self-righting and self-bailing and may or may not have motors. Motor lifeboats built previous to 1908 are 34 feet in length, while those built subsequent to that date are 36 feet in length. The latter boats have 40 horsepower gasoline engines. The pulling lifeboats are of the Dobbins type and are from 28 to 32 feet in length.

Surfboats are either self-bailing or open. The self-bailing surfboats are of the Beebe-McLellan type. The latest 26-foot motor surfboat of this type has a 12-horsepower gasoline engine, while the 25-foot boat is not fitted with power.

The open surfboats are of the Beebe, Monomoy, Excelsior, Race Point, and Jersey types. Some of the Beebe surfboats are propelled

by 8-horsepower gasoline motors. No more of this type of boat are being built.

Miscellaneous types of boats include motor sea sleds, motor dories, dories, motor skiffs, skiffs, supply boats, etc.

Cutters.—The standard boat equipment of Coast Guard cutters is one each of the following: 26-foot motor launch, 22-foot motor dinghy, self-bailing surfboat, Monomoy surfboat, 27-foot whaleboat, 26-foot launch, 18-foot dinghy.

Stations.—The boat equipment of Coast Guard stations is shown in the itemized table below:

Boat equipment of Coast Guard stations.

ATLANTIC COAST.

Station No.	Power boats.					Without engine power, surfboats.				Miscellaneous.	
	Lifeboats.		Surfboats.			Beebe-McLellan.	Beebe, open.	Monomoy.	Other.	Dinghys, dories, etc.	Supply boats.
	34-foot.	36-foot.	Beebe-McLellan.	Beebe, open.	Miscellaneous.						
1.			1						2	2	
2.				1					1	1	1
4.				1	1				2	1	1
5.									3	1	1
6.									3	2	
7.								1	1	2	1
8.		1	1					1	2	2	
9.			1						2	1	
10.				1		1			2	2	
11.				1				1	1	1	
12.			1					1	1	1	
13.									2	2	
14.		1			1			1	1	2	1
15.						1			1	1	
16.								1	1	1	
19.								1	1	3	
20.			1			1			1	2	
21.								2		2	
22.			1						1	1	
23.		1				1			1	1	
24.			1					1	1	1	
25.					1			1		3	2
26.		1		1		1			1	1	
27.						1			1	1	
28.			1			1				1	
29.			1					1	1	2	
30.			1	1		1		1		2	
31.								1	2	1	
32.		1						1	2	1	
33.									2		
34.									2	1	
35.									2	1	
36.								2	1	1	
37.								1	2	1	
38.								2	1	1	
39.								1	1	2	
40.			1					2		1	
41.			1					2		1	
42.								3		2	
43.		1		1				2	1	3	
44.			1			2		1		2	
45.			1			1		1	1	4	
46.								1	1	1	
47.			1			1		1	1	2	
48.				1					2	3	
49.			1			1		2	1	1	
50.		1		1				3		2	
53.		1				1				1	
54.				1		1	1			1	
55.			1			1	1	1		1	
56.						1	1			1	
57.						1	1			2	

¹ 30-foot motor sea-sled.

Boat equipment of Coast Guard stations—Continued.

ATLANTIC COAST—Continued.

Station No.	Power boats.					Without engine power, surfboats.				Miscellaneous.	
	Lifeboats.		Surfboats.			Beebe-McLellan.	Beebe, open.	Mono-moy.	Other.	Dinghies, dones, etc.	Supply boats.
	34-foot.	36-foot.	Beebe-McLellan.	Beebe, open.	Miscellaneous.						
58.		1		1		1	1		1	1	
59.			1	1		1				1	
60.				1		1	1			1	
61.							2			1	
62.						1	2			1	
65.		1				1	1				
66.							1	1			
67.						1	1	1			
68.							2				
69.						1	1	1			
70.						1	1	1		3	
71.						1	1	1		4	
72.						1	1	1		1	
73.				1		1	1	1			
74.						1	1	1			
75.						1	1	1		1	
76.						1	1	1	1		
77.						1	2				
78.						1	1	1		1	
79.						1	1	1			
80.				1		1	1	1			
81.						1	1	1			1
82.				1		1	1	1		1	
83.				1		1	1	1		1	
84.				1		1	1	1			
86.						1	1	1			
87.						1	2				
88.						1	1	1			
89.				1		1	1	1			
90.						1	1	1			
91.						1	1	1			
92.				1		1		1			
94.			1			1					1
95.			1	1		1	2				
97.		1	1	1		2					
98.			1			1				1	
100.						1			1	1	
101.						1					
102.						2			1		
103.						1			1	1	
105.			1			1			1		
107.						2					
108.						1				1	
109.			1			1				1	
110.						2					
112.			1	1		2					
113.		1	1			3					
115.						2					
116.						2					
117.						2					
119.			1			2				1	
120.				1		1	1				
121.			1			1					
122.			1	1		1					
123.		1				2	1				
125.			1			1					
126.			1			1					
128.						3					
129.						1					
130.			1			1					
131.						2					
132.			1			1					
133.			1				1				
134.						2					
135.			1			1					
136.						2					
137.			1			2					
139.								1			
140.		1	1								
141.						3				1	
142.						1		1		2	

¹ English lifeboat.² Ice scooter.

Boat equipment of Coast Guard stations—Continued.

PACIFIC COAST.

Station No.	Power boats.			Without engine power.				Miscellaneous dinghies, dories, etc.
	Lifeboats		Beebe-McLellan surfboats.	Dobbins lifeboats.	Surfboats.			
	34-foot.	36-foot.			Beebe-McLellan.	Monomoy.	Other.	
305.....					2			
306.....		1			1	1		
307.....		1		1	1		1	
308.....		1			2			1
309.....				1	1			
310.....		1		1				
311.....		1		1	2			
312.....	1				2	1		1
313.....		1		1	1	2		
315.....			1	1	1			
316.....	1	1		1	2			
317.....		1		1	1			
318.....		1			1	1	1	1
319.....			1	1	1	1		
320.....				1	2			
322.....	1	1		1		1		1
323.....		1	1	1	1	1		1
324.....				1		1		
325.....				1		1		

At Coast Guard stations a fixed beat or patrol is laid out in each direction along the shore, varying according to the conformation of the coast with respect to inlets, headlands, etc., from one-half to 2, 3, and 4 miles in length.

The station crew is divided into regular watches of two men each, and during the hours from sunset to sunrise patrol these beats, keeping a sharp lookout seaward at all times. The usual schedule is: First watch, sunset to 8 p. m.; second watch, 8 p. m. to midnight; third watch, midnight to 4 a. m.; and fourth watch, 4 a. m. to sunrise.

At sunset the first man starts out on patrol in the same direction from all stations in a district, so far as practicable. While the patrolman is out his watch mate takes the station watch, which is kept in the tower or on the beach abreast the station, as conditions may require. If the station is connected with the service telephone line the station watch makes it his business to be within hearing distance of the bell at regular intervals. In addition to keeping a watch seaward, he is on the lookout for signals from the patrolman. Upon the return of the first patrol, he takes the station watch, and the other man patrols in the opposite direction. At the proper time the man on station watch calls out the next two men, who must be dressed and ready for duty before the first two turn in.

This routine is varied to meet local conditions. In harbors and seaports fixed lookouts are usually maintained instead of a beach patrol.

Positive evidence of the integrity of the patrol and watch is required. Where stations are sufficiently close to one another to permit the entire distance between them to be patrolled, a halfway point is established. At this point each patrolman must deposit a brass check bearing the name of the station and his number in the crew. This is taken up on the next visit by the patrolman from the adjacent station, who in turn leaves his check. The first patrolman at

night returns all checks of the previous night. Where the patrols do not connect, the patrolman carries a watchman's clock or time detector in which there is a dial that can be marked only by means of a key which registers on the dial the exact time of marking. This key is secured in a safe embedded in a post at the limit of the patrol, and the patrolman must reach that point in order to obtain the key with which to register his arrival.

Where practicable, telephones are located in half way houses or at the end of the patrols, in which case the patrolman also reports to his station by that means.

Each patrolman carries a number of red Coston signals, with which to warn a vessel standing too close inshore or to notify a vessel in distress that he has gone to summon assistance.

The same system of patrols is kept up in thick and foggy weather.

It should be stated that the beach patrol is an institution of distinctly American origin. It was devised by the former Life-Saving Service and inaugurated in that service in the early seventies.



**REPORTS OF SPECIAL INSTANCES OF AID TO
SHIPPING, SAVING LIFE, AND
SPECIAL CRUISES**

REPORT OF SPECIAL INSTANCES OF AID TO SHIPPING, SAVING LIFE, AND SPECIAL CRUISES.

REPORT OF OPERATIONS OF BERING SEA FLEET, 1916.

SEATTLE, WASH., November 23, 1916.

SIR: 1. Complying with instructions contained in paragraph 12, of Headquarters order of April 5, 1916, herewith is submitted report of the operations of the Bering Sea Fleet during the season of 1916:

2. The fleet was composed of the following vessels: *McCulloch*, Capt. B. L. Reed; *Unalga*, Capt. F. G. Dodge; and the *Manning*, Capt. S. B. Winram.

3. The *Bear*, Capt. C. S. Cochran, was designated for the usual cruise in the Arctic Ocean, and the commanding officer was directed to report his command to the commanding officer, northern division, the latter being authorized to direct that vessel to perform any duty that would not interfere with her duties in connection with the Arctic cruise.

4. The duties of the fleet, in general, were to patrol the waters of the North Pacific Ocean and of the Bering Sea, particularly along the Aleutian chain of islands and in the vicinity of the Pribilof Islands, for the purpose of enforcing the provisions of the convention of July 7, 1911, between the United States, Great Britain, Russia, and Japan, proclaimed December 14, 1911, and the act of Congress approved August 24, 1912, for the protection of the fur seal and sea otter and to enforce the laws and regulations for the protection of game, the fisheries and fur-bearing animals in Alaska. In addition to the foregoing the vessels were to be instructed to give attention to other general duties with which Coast Guard vessels are usually charged, to render such assistance to vessels in distress as possible and to board and examine such fishing vessels as might be seen. Unalaska, Alaska, was designated as the headquarters of the fleet. The patrol was to continue until no longer needed this season.

5. The duties performed by each vessel are given separately in the order in which they reported for duty.

"UNALGA."

(a) Reported for duty as a unit of the fleet April 15, 1916, and left Seattle for Unalaska via Union Bay, British Columbia, for coal on April 20, 1916, the date set by headquarters for her departure. She had on board freight from the Bureau of Fisheries, Department of Commerce, to be delivered at the Pribilof Islands, some freight from the Alaska division of the Bureau of Education, Department of the Interior, for Atka, and mail for Sitka, Kodiak, and Unalaska, Alaska. There were received on board seven persons whose transportation to various points in Alaska had been authorized. The vessel arrived at Union Bay, British Columbia, April 21, where she received coal and

water, and next day proceeded to sea via Cape Scott. About 30 miles to the southward and westward of Cape Edgecombe, 13 fur seals were observed.

(b) While at sea, on April 27, a radiogram from headquarters directed the *Unalga* to proceed immediately to Anchorage, Cooks Inlet. She proceeded at full speed and upon arrival April 29 found 2,000 armed men, who had been employed on construction work, on a strike, and but 5 men of the United States marshal's force to hold them in check. The situation seemed critical, but the timely arrival of the *Unalga* produced a salutary effect and facilitated the adjustment of the difficulty, after which the vessel proceeded to Kodiak, Alaska, arriving there May 2, where the mail was delivered.

(c) The cutter left Kodiak the same day and proceeded to the south end of the Shumagin Islands, keeping a sharp lookout for fur seals. Encountering heavy gales, snowstorms, etc., she anchored May 5 in Simeonof Harbor and again on May 6 under the lee of Caton Island. The wind and sea having moderated sufficiently for the vessel to make headway, on May 7 proceeded to sea and stood across Davidsons Bank, keeping a sharp lookout for seals and vessels, arriving at Akutan Harbor May 8, where three passengers were landed and the vessel steamed to Unalaska arriving the afternoon of the same day. Mail and freight were delivered and the remaining passengers, except Mr. A. B. Carr, Government school teacher for Atka, left the vessel.

(d) There were received on board the *Unalga* at Unalaska for passage to Atka, there being no other means of transportation, the following passengers: Rev. D. A. Hotovitzky, dean of the Russian church in Alaska, who desired transportation for the purpose of holding services and investigating the condition of the church at that place, and four natives who had been wrecked at Unimak Island on the schooner *Lillie*, of Sand Point, on April 3. The vessel got under way May 10 and arrived at Atka next day.

(e) The Government-school teacher at Atka reported that the Coast Guard building which had been erected at Korovin Bay, Atka Island, had been blown down and destroyed, but that the dory was in good condition. The furnishings of the house had been completely destroyed. The natives at Atka, on their return from a hunting trip to the westward, on February 27, 1916, reported they had found a large amount of wreckage, consisting of pieces of booms, parts of sails, a piece of a ship's boat, a number of doors painted white, several empty barrels, some Japanese papers, and several cases of liquor, on which latter they had become intoxicated. It is possible that there may have been wrecked there a Japanese schooner, or possibly the missing steamer *Rio Pasig*, which having sailed from Seattle January 3, bound for Vladivostok, had not been reported since. A vessel bound from Seattle to Vladivostok would pass near this point. The *McCulloch* was directed to establish, if possible, the identity of the wrecked vessel referred to above, while on her cruise to the westward. The medical officer of the *Unalga* administered treatment to five natives of Atka.

(f) On May 13 the *Unalga* left Atka with Rev. D. A. Hotovitzky and Mr. and Mrs. A. B. Carr, government school teachers, on board, for passage to Unalaska, there being no other means of transportation at hand, and it being necessary for Mrs. Carr to go there for a surgical operation. The vessel arrived in the outer harbor, Unalaska,

on May 14, where the above-named passengers were landed, and then proceeded to English Bay. The following day she proceeded through Egg Island passage to the westward, thence to the south end of Sannak Island, thence to the northward and eastward and along the south shore of Unimak Island. The vessel was cruised in very severe weather, keeping a sharp lookout for vessels in distress, seals, etc., and also reporting vessels by radio. One fur seal was sighted May 21.

(g) On May 25 an officer was sent ashore from the *Unalga* to investigate the building of a saltery and shore station on the site of the old Indian village near the entrance to Tigalda Bay, Tigalda Island, Alaska. This station had been erected about May 1, by the Union Fish Co., of San Francisco, Cal., and is built on a Government reservation. It was not known whether the erection thereof was authorized by the Government, and a radiogram requesting information and advice was sent to headquarters upon this report having been received from the *Unalga*. On July 17, 1916, the assistant agent of the Bureau of Fisheries advised this office that the Department of Commerce had authorized the Union Fish Co., of San Francisco, Cal., to operate a codfish station on Tigalda Island.

(h) On May 18 the *Unalga* proceeded to Akutan to investigate a radio report that the steam whaler *Tanganak* was in distress off Deer Island. It was learned that the whaler had grounded and damaged one of her propellers, but had departed for Chignik Bay for repairs, and needed no assistance from the cutter.

(i) From May 26 to June 3 the *Unalga* remained at Unalaska, boarding vessels, cleaning boiler, overhauling machinery, and receiving coal and supplies. The medical officer, together with the medical officers of the *McCulloch* and *Manning*, performed seven operations at the Jesse Lee Home. May 30 was observed as a holiday on board the *Unalga*.

(j) The *Unalga* left Unalaska June 4, reached the Slime Bank June 5 and delivered mail to three fishing vessels. The following day mail was delivered to 10 other vessels. Medical aid was rendered to the master of the schooner *Fortuna*, of Seattle, Wash., to one member of the crew of the schooner *City of Papeete*, of San Francisco, Cal., and to two members of the crew of the schooner *Maweena*, of San Francisco, Cal. The *Maweena* reported that one member of her crew, J. Anderson, had been lost overboard on May 3, about 300 miles east of Unimak Pass. Medical aid was also rendered to one of the crew of the American steamer *Sequoia*, of San Francisco, Cal. The remainder of the fishing fleet reported all well on board.

(k) The *Unalga* next proceeded to St. George Island, where she arrived June 8. The mail and freight were delivered and mail received for St. Paul Island and the States. Five boxes of fox skins were received for transportation to Unalaska. The vessel left St. George Island June 9 and anchored in Village Cove, St. Paul Island, the same day. The mail and freight were delivered. On June 10 Mr. G. Dallas Hanna, an official of the Bureau of Fisheries, at St. Paul Island, and his attendant, a native, with camp outfit, was received on board for transportation to St. Matthew Island, for the purpose of making certain ornithological investigations. On June 11 field ice was sighted and next day entered, but after persistent attempts to get through it became evident that it would be impossible to do so during this

cruise. The vessel therefore proceeded to the Pribilof Islands to take up patrol duty. On June 20, at St. Paul Island, Mr. Hanna and his attendant left the vessel. Mr. H. J. Christoffers, assistant agent, was received on board for transportation to Unalaska. There was received on board from the agent and caretaker at St. Paul Island four boxes of fox skins for transportation to Unalaska. A sack of mail for delivery to the postmaster at Unalaska was also received. On June 21 the vessel steamed to the eastward on patrol duty, which was continued around the seal islands until June 25, when at St. George Island there were received on board for passage to Unalaska, there being no other means of transportation, the Russian priest, his wife, and two children. The cutter left St. George Island June 25 and arrived at Unalaska next day, June 26.

(l) The *Unalga* stopped at St. George Island the following day, received the mail, and returned to St. Paul. The mail and other articles were delivered to the agent and caretaker. On July 7 Mr. G. D. Hanna, an official of the Bureau of Fisheries at St. Paul Island, was received on board the *Unalga* for transportation to St. Matthew Island and return, for the purpose of making certain ornithological investigations for the Department of Agriculture. This work was attempted in June, but was impossible at that time on account of the ice conditions. The cutter steamed to the northward and cruised around St. Matthew Island from July 9 to July 15, and the party was landed at several points where notices forbidding trespassing were posted at various places. While doing the work on St. Matthew Island a building which appeared to have been used by trespassers was burned. On July 15 Mr. Hanna left the *Unalga* at St. Paul Island, and, the following day, July 16, the vessel left for Unalaska, arriving July 17.

(m) On July 22, in accordance with radio instructions from headquarters, the *Unalga* left for Valdez, Alaska.

The commanding officer was directed to confer with the district judge and the United States marshal at Valdez relative to the reported landing of liquor in towns in Cook Inlet and to assist the Federal officers in every practicable way to break up the illegal traffic. He was also directed, upon the completion of this duty to return to Seattle and report to the commanding officer, northern division, being relieved from duty in connection with the Bering Sea fleet upon arriving there. Before leaving Unalaska there were received on board the *Unalga* 23 persons for transportation, including Mr. H. C. Christoffers, assistant agent, Bureau of Fisheries; United States Deputy Marshal Paul Buckley, with 2 guards and 10 prisoners, 2 natives of Alaska, 6 authorized passengers for various points in Alaska, and Mr. J. C. Redpath, guest of the commanding officer. En route the *Unalga* stopped at Sand Point, where there were received on board, Mr. Charles A. Gianini, who was collecting specimens of bird life under authority of the Department of Agriculture; 10 employees of the cannery at Herenden Bay, 2 fishermen of the schooners *Galilee* and *City of Papeete*, all of whom were stranded at Sand Point by reason of an accident to the regular steamer *Dora*, there being no other means of transportation at that time, and the people of Sand Point being unable to provide for them until September 15, the next approximate date when the *Dora* would leave for Seward. The *Unalga* then proceeded to Unga and received on board a prisoner and guard for transportation to Valdez, as requested by the

PLATE V.



COAST PATROL.



United States deputy marshal at Unalaska, and 3 more employees of the cannery at Herenden Bay. All of the stranded persons received on board at Sand Point and Unga were provided with funds with which to defray their subsistence while on board the *Unalga*. One native and her son left the vessel at Unga. The mail from Unalaska was delivered and mail received for Seward. On July 28 the cutter arrived at Seward where the mail was delivered and 22 persons left the vessel.

(n) The commanding officer of the *Unalga* conferred with United States Judge Brown and United States Marshal Brennenman relative to the suppression of the liquor traffic in Cook Inlet and was requested to proceed with his command to Valdez, land Deputy Marshal Buckley and the prisoners, return to Seward, receive on board United States Deputy Marshal Evans, who understood the conditions prevailing in Cook Inlet, and then steam to the inlet on that duty. The cutter left Seward July 29 and arrived at Valdez next day where she landed a guard and 11 prisoners and the remaining persons who had been given transportation. After coaling the *Unalga* left Valdez August 1 and arrived at Seward the following day. Deputy Marshal Evans was taken on board, and August 3 the vessel sailed to Cook Inlet, anchoring at Seldovia, where he and the commanding officer of the *Unalga* went ashore and investigated conditions, but no evidence was found of illegal traffic in contraband liquor. The vessel next proceeded to Fire Island, and on August 5 Deputy Marshal Evans, with 3 officers and 14 men of the *Unalga* went ashore to search for contraband liquor. Nothing was found, and the *Unalga* steamed to Anchorage. On August 6, the steamer *Matanuska* went alongside the *Unalga* with 20 tons of seized liquor, in charge of a guard from the deputy marshal's office at Anchorage, with a request that this liquor and another lot, consisting of 35 to 40 tons in all, be taken on board the *Unalga* and transported to Valdez. There being no safe place on board the vessel to stow 20 tons of loose liquor in bottles and no room to stow it in the holds, a cablegram was sent direct to headquarters requesting instructions. Two vessels, the gas boat *Swan* of Anchorage, and the steamer *Wellesley*, of San Francisco, from Seattle for Anchorage, were boarded, but no evidence of liquor was found on board. On August 8 received radio instructions from headquarters that it was not advisable to transport liquor to Valdez on the *Unalga*, and to turn the same over to the United States marshal, who should make his own arrangements concerning the transportation of the liquor. Position was taken accordingly and upon advices from Deputy Marshal Evans that all liquor that had been shipped for Anchorage had been seized and that no further violations or attempts to engage in the illegal traffic in liquor was known, the *Unalga* proceeded to Seward, arriving August 10, after completing all business the cutter passed out of Resurrection Bay and the course was set for Cape St. James, which was passed August 15, and the vessel steamed through Goletas Channel and the inside passage to Union Bay, British Columbia, where she arrived August 16, 1916; renewed the coal supply and proceeded to Port Townsend, Wash., and thence to Seattle, Wash., where she arrived at 3.10 p. m., August 18, 1916, Mr. J. C. Redpath, guest of the commanding officer, left the vessel.

(o) The *Unalga* was attached to the Bering Sea Fleet 126 days.

"MANNING."

6. (a) Reported for duty as a unit of the fleet May 5, 1916. The vessel was then at the Puget Sound Navy Yard, Bremerton, Wash., undergoing repairs and was practically ready for sea on the evening of May 10. On that date Captain of Engineers H. L. Boyd reported to me for duty. Yeoman Alexander Hope was detached from the northern division on the same date and detailed for duty as clerk at the Bering Sea Fleet headquarters. Both were directed to take passage on the *Manning*. I turned over the command of the northern division to Capt. J. H. Brown and took up my quarters on the *Manning* on the same date, for passage to Unalaska. The vessel had been expected to sail on May 10, but Captain of Engineers Boyd, having received a letter from headquarters on that day directing him to reassemble a retiring board, of which he was president, for revision, the vessel was detained until the board had completed its business.

(b) The *Manning* left Puget Sound Navy Yard at noon May 12, 1916, for Unalaska, Alaska, via Union Bay, British Columbia, for coal, Sitka, and Kodiak. She arrived at Union Bay May 13, coaled ship and left at 11.40 p. m., proceeding to sea via Goleta Channel and Queen Charlotte Sound, for Sitka, Alaska, where she arrived May 18.

(c) At Sitka, the commanding officer of the *Manning* reported that Lieut. C. C. von Paulsen was suffering from an ulcerated tooth, causing him so much pain as to render him unfit for duty. The medical officer of the *Manning*, having no means at hand for relieving the patient, a competent dentist not being available at Sitka, and the medical officer having advised that there was danger of blood poisoning should treatment be delayed, the *Manning* was authorized to proceed at once to Juneau to procure the necessary dental aid.

(d) The *Manning* left Juneau May 20, direct for Kodiak, where she arrived May 24, 1916. The sanitary conditions at that place were generally good and the island had apparently recovered from the effects of the eruption of Mount Katmai four years ago. The ashes, with which the ground had been covered on that occasion, were reported to have had a good effect upon the soil and to have acted as a fertilizer. Two natives received medical treatment. The mail was delivered and coal and water and one small package of mail, for Unalaska, were received.

(e) May 26 the *Manning* left Kodiak. On May 28, the weather threatening and the barometer falling rapidly, the vessel anchored in Humboldt Harbor, Popof Island. Information was received that but few fishermen were operating on Davidsons or Sannak Banks and were making Humboldt Harbor their headquarters. It was also reported that there were no sealers in that vicinity and had been none for years. Medical treatment was administered here to two white persons. May 31, the severe weather conditions having passed, the vessel passed out of the harbor and through Unga Strait. When abreast of Jude Island the fog shut in very thick and the vessel was anchored, but in the afternoon the fog lifted and we proceeded to the westward, anchoring for the night off Inner Iliasik Island. The following day the *Manning* continued to the westward and, after a pleasant run, made fast to the wharf at Unalaska early in the morning

June 2. During the trip from Cape Spencer to Kodiak three fur seals were observed.

(f) Upon arrival at Unalaska the fleet officers left the vessel and headquarters were established at Unalaska. The launch of the *Manning*, with a coxswain and a fireman, were detailed for duty at fleet headquarters.

(g) The *Manning* was directed to leave Unalaska June 11 and patrol between Unimak Pass and the Shumagin Islands, boarding fishing and other vessels, etc., and afterwards to relieve the *Unalga* at the Pribilof Islands. The medical officer of the *Manning* reported that it would be necessary for him to remain in Unalaska to observe the condition, at a critical stage, of a patient of whom he had performed an operation at the Jesse Lee Home. The vessel was, therefore, authorized to remain in port until June 12, on which date she left Unalaska. Deputy Collector of Customs N. E. Bolshamin, of Unalaska, who desired to visit Kings Cove and Sand Point, Alaska, on official business, was granted transportation on the *Manning* and he was received on board.

(h) On June 12, 1916, the *Manning* anchored in Akutan Harbor to inspect the native village at that place. While there Mr. K. P. Birkeland, president of the North Pacific Sea Products Co., requested assistance in making some urgently needed repairs to the electric plant at that place. In view of the fact that the disability of the electric plant made it necessary to use oil lamps, this causing danger from fire, and that it was impossible to have the repairs made without sending the machine to the States, which would cause indefinite delay, the work was performed by the ship's force and was completed June 14.

(i) June 15, the *Manning* left Akutan Harbor, proceeded around the north end of Akun Island and into Unimak Pass. At noon, a radiogram from the steamer *Norwood* stated that a Japanese cook had killed three men and wounded three others, at Unga and the aid of a surgeon was urgently needed. The *Manning* at once proceeded to Unga, arriving June 16, and gave surgical aid to the wounded men. On June 17, she proceeded to Pirate Cove, inspected the native village and returned to Unga. On June 19, the *Manning* proceeded to Dolgoi Harbor and on the 20th to Belkofski and Kings Cove, to inspect the native villages at those places. At the latter named place Deputy Collector of Customs Bolshamin left the vessel. On June 21 the *Manning* visited West Anchor Cove, and on the 22d Acherk Harbor, Sannak Island, having, enroute, spoken a sloop of the Alaska Codfishing Co. regarding the health of the fishermen in that vicinity. He reported everything well. The medical officer visited the village to investigate conditions and render medical aid as might be necessary. At noon, the vessel proceeded to the east end of Sannak and Shumagin Banks and anchored at Sand Point. On June 24, the *Manning* proceeded to the southward through Popof Strait, cruising over Sannak and Davidsons Banks, through Unimak Pass, passing into Bering Sea on June 25, and arriving at St. George Island June 26. The following day the *Manning* proceeded to St. Paul Island and anchored off Tonki Point in a dense fog, and, on the 28th steamed to East Anchorage, St. Paul Island. The intervening time until July 5 was spent cruising in the vicinity of the islands, and on

July 6 the vessel returned to Unalaska for coal, cleaning boiler, etc. During the entire cruise no seal or sea-otter hunters were seen, and from information obtained at the Shumagin Islands there were no vessels fishing in those waters, but all were engaged in fishing on Slime Bank, Bering Sea.

(j) The following data in regard to the condition of the native villages are compiled from the report of the medical officer of the *Manning*:

The conditions at Akutan village are bad, the barrabaras being poorly lighted and ventilated, the human excreta and slop of all kinds being thrown about promiscuously on the ground. The children of the village were found running through septic pools which had collected near the barrabaras. The water supply is undoubtedly contaminated by live stock which have the run of the village.

Unga village, on Unga Island, appeared to have clean, well lighted, but poorly ventilated dwellings. The streets, walks, and fish dock were clean and orderly. Chloride of lime being used where necessary. The water supply is good, with little chance of contamination by stock or surface drainage.

Sand Point, Popof Island, was in fair sanitary condition, the houses being well ventilated and lighted, the walks and grounds around the dwellings clean and orderly. Several houses having running water and sewerage connection with the beach, but some of the houses, which were not sewered, although kept fairly clean, could not be considered sanitary. The water supply appeared to be contaminated by stock and surface drainage.

Pirate Cove village, Popof Island, consists of six dwellings, most of which are clean, fairly well lighted, but only two fairly well ventilated. The dwellings were far from sanitary, and the beach around the dock was littered with fish offal, the tide not being strong enough to carry it away.

Belkofski village, consisting of 27 frame houses, appeared from the outside to be clean, as did the grounds around them. The inhabitants, at the time the village was inspected, were absent at Kings Cove Cannery and the houses were locked, so that no close inspection could be made. There were two rapidly running mountain streams, both of which were subject to contamination by surface drainage.

Kings Cove village consists of 26 frame houses and 7 tented houses, besides the company house and bunk house. The dwellings inhabited by the natives were dirty, poorly lighted and ventilated. The water supply is obtained from a mountain stream some distance from the village, where it is pumped into a reservoir 85 feet above the village and piped from here to faucets in front of the dwellings—about one faucet to every four dwellings. The place is very unsanitary.

Sannak village has an average population of about 85, but most of the inhabitants were at Dora Harbor fishing. There were 13 frame houses, fairly clean, fairly well lighted, but poorly ventilated. The 15 barrabaras were dirty, poorly lighted and ventilated. The place is unsanitary. The water supply is obtained from a well and spring. The well is open and contaminated by surface drainage, while the spring is protected by a barrel sunk in cement and has a wooden covering which protects it from surface drainage.

The physical and material condition of the natives of the Shumagin and Sannak Islands, as shown by the report of the medical officer of the *Manning*, are not good, and, if possible, a Government physician should be maintained either at Sand Point or Unga, for the purpose of rendering medical and surgical aid, as well as to educate the people in the first principles of sanitation, ventilation, etc. The only medical attention which they can receive is that which is rendered by the Coast Guard cutters during the short periods they happen to be in that vicinity.

(k) Between July 6, when the *Manning* returned to Unalaska, and July 15 the vessel was engaged in cleaning boiler and preparing for the next cruise. Infantry drill on shore was held during this period. On July 8 the tug *Columbia* arrived at Unalaska, having towed the steamer *Kuskokwum River* from Chignik to Unalaska, which latter vessel had lost both propellers. The master of the *Columbia* reported

that the fastenings of the boiler were not secure and requested assistance in the matter, there being no other means at hand for doing this kind of work. The engineer officers of the *Manning* therefore examined the boiler fastenings and found that the vessel was not in fit condition to go to sea. New holding-down bolts were fitted, the saddles secured, and a report of assistance rendered was submitted to headquarters. The medical officer also attended to a confinement case in Unalaska, there being no other medical assistance at hand; on account of complications in this case the mother afterwards died. The *Manning* was directed on July 13 to patrol in the vicinity of the Pribilof Islands, with occasional cruises 20 miles offshore, until August 1. The commanding officer of the *Manning* was directed to exercise the strictest economy in the expenditure of coal and water, on account of a threatened shortage of fuel in Unalaska, as well as on general principles. Having received the mail for the Pribilof Islands, the *Manning* proceeded to sea on July 15 and anchored off the village, St. George Island, next day. Cruised around the island and on July 20 transported Mr. Hanna to St. George Island for the purpose of taking the census of the seal herd. July 21 the mail and 60 sacks of salt were transported to St. Paul Island and delivered at Village Cove. July 25 Mr. Hanna and Mr. Reynolds, school teacher, were also transported to St. Paul to make an enumeration of the seal pups. At the request of the agent the medical officer of the *Manning* went ashore at St. Paul Island on the 25th and again on the 28th for consultation with the medical officer at that island concerning a case of illness in the village. On July 29 the commissioner and deputy marshal from the *Manning* investigated a case of rape reported on St. Paul Island. Mail was received for St. George Island and Unalaska, the rape case was concluded by the commissioner July 30, and the vessel proceeded to St. George Island, where mail for St. Paul was delivered and mail for Unalaska received. On July 31 the *Manning* proceeded to Unalaska, where she arrived August 1.

(l) From information obtained from the agents on the Seal Islands there was no evidence of pelagic sealing and no attempted raid on the rookeries during the stay of the *Manning* in the vicinity of the islands. The seal herds appeared to be increasing rapidly on both islands. No vessels were sighted during the cruise and none seen in the vicinity of the islands by the lookouts on shore.

(m) The *Manning* remained in Unalaska from August 1 until August 8, receiving coal and overhauling machinery, and on the latter date the *Manning* left Unalaska on a cruise over the fishing banks in Bristol Bay. She anchored at Akun Cove on account of a southeast gale, and on the following day proceeded across Unimak Pass toward Dublin Bay, delivered mail to the schooner *Sequoia*, of San Francisco; all well on board and no medical assistance needed. Mail was also delivered to the schooner *Fannie Dutard*, of Anacortes, Wash., and medical treatment was administered to one of her crew. Both these vessels were outward bound. The *Manning* steamed into Dublin Bay in the afternoon, but no fishing vessels were found, and she then cruised along the fishing banks. August 10 the American schooner *Roy Sommers*, of San Francisco, was spoken. She was bound from Bristol Bay to San Francisco, with a cargo of salmon, and no medical or other assistance was needed. Mail was delivered to the

fishing schooner *Maid of Orleans*, of Seattle, outward bound; all well on board; no assistance needed. Mail was also delivered to the fishing schooner *Azalea*, of Anacortes; no sickness reported on board. On August 11 the ship *Santa Clara*, of San Francisco, from Bristol Bay for Larsen Bay, Kodiak Island, and the schooner *Prosper*, of San Francisco, outward bound, were spoken; all well on board both vessels. The fishing schooners *Maweena* and *Vega*, both of San Francisco, outward bound, were boarded by the medical and boarding officers. Mail was delivered to the *Maweena*. The boat returned with one member of the crew of that vessel who needed special treatment. Medical treatment was administered to one member of the crew of the *Vega*, and cruising was resumed in Bristol Bay. No other vessels were sighted, and from information received from vessels boarded it was learned that with the exception of the two vessels above named nearly all the fishing vessels had left the banks. The *Manning* therefore stood for the Pribilof group and cruised around the seal islands until August 23, mostly in bad weather, during which time the barometer fell as low as 28.59. On August 24 two natives of St. Paul and one of St. George were transported to St. Paul Island, by authority of the fleet commander. On the same day, at the request of the agent at St. Paul Island, Second Lieut. Roemer was sent ashore for duty in connection with his office as United States commissioner, and Lieut. of Engineers Van Kammen was also sent ashore to make an examination of the power boat at that island. Both officers returned that evening, the commissioner having executed guardianship papers for 13 native children. Mail for Unalaska was received on board, and on August 25 the *Manning* patrolled around St. Paul Island on a 20-mile circuit and then shaped course for Unalaska, arriving August 27. The commanding officer of the *Manning* reported that the weather during the cruise was uniformly fine while on the fishing banks. The horizon was clear and the range of vision so good that he felt safe in stating that the fishing fleet grounds were thoroughly covered, that inquiry developed the fact that several of the vessels for which he had mail had already proceeded out, and that the only two vessels remaining in the sea were the *Vega* and the *Maweena*, which vessels were expected to leave in a very few days. The weather around the Pribilof Islands was uniformly bad, gale after gale. He was informed by the agents of both islands that there was absolutely no signs of pelagic sealing. Every opportunity was taken to afford every courtesy, such as transporting supplies from island to island, forwarding mail, etc. No vessels were sighted in the vicinity of the islands and none were seen by any of the lookouts stationed ashore. The medical officer of the *Manning* reports that the sanitary conditions of the fishing vessels boarded were found to be above the average of their class. On September 1 Paul Ludwick, a fisherman from Tigalda, who was received on board the *Manning* at Unalaska August 7, 1916, was discharged from further treatment.

(n) As stated in my radiogram to headquarters August 24, it was intended to send the *McCulloch* to the Pribilof Islands to deliver the August mail, on account of the coal shortage (the *McCulloch* using fuel oil), but as the contractor had received information on August 28 that a cargo of coal was expected in Unalaska the latter part of September, and the *McCulloch* was absent on a cruise in

search of the *Great Bear*, the *Manning* left Unalaska, September 3, with orders to deliver the mail at the Pribilof Islands and then proceed to her station at Astoria, Oreg., via Kings Cove (where it was reported a woman needed medical assistance), and Sitka for coal. The mail and 20 barrels of fish for St. Paul Island were received on board. Mr. K. B. Birkeland, president of the North Pacific Sea Products Co., of Akutan, went on board for transportation to the States; also Gabriel Anderson, a native Alaskan, to reenter the Indian School at Chemawa, Oreg. St. George and St. Paul Islands were reached next day and mail was delivered at both islands and received for the States. The *Manning* proceeded out through Unimak Pass on September 6 and toward Cape Pankof. Kings Cove was reached September 7, when it was learned that the woman who was supposed to be suffering from appendicitis had apparently recovered. Some medicine was delivered to C. Madsen, special police officer, for the relief of a man suffering from a diseased leg. The vessel left Kings Cove that night but anchored later on account of thick fog in Dalnoi Harbor. September 8, proceeded out through Unga and Gorman Straits to Castle Rock, when the course was shaped for Sitka, Alaska. On September 11, the circulating pump became disabled. On September 12, the vessel made fast to the naval coaling station, Japonski Island, Sitka Harbor, where temporary repairs were made to the circulating pump and coal was received. September 13, 1916, Mr. K. B. Birkeland left the vessel at Sitka, Alaska, and proceeded to Seattle, Wash., on the steamer *Al-Ki*. On September 16, the *Manning* left Sitka and proceeded outside via Sitka Sound. September 20, she anchored at Port Townsend, Wash., where a member of the crew was sent to the marine hospital for treatment. September 21, the vessel left Port Townsend and proceeded to Puget Sound Navy Yard, where she arrived the same day. Estimates for the repairs to the circulating pump were obtained and communicated to headquarters. Gabriel Anderson, native, left the vessel and proceeded to Chemawa, Oreg. The arrival of the *Manning* was reported to the division commander and the commanding officer of the Bering Sea fleet.

(c) The *Manning* was attached to the Bering Sea fleet 140 days.

“M’CULLOCH.”

7. (a) Reported for duty as a unit of the fleet on May 8, 1916, by telegraph. Cruising orders were issued to that vessel as of April 18, 1916, and the *McCulloch* directed to leave San Francisco, Cal., not later than May 15, 1916. The vessel, however, was sent to the Mare Island Navy Yard on May 9, 1916, where she was detained until Saturday, May 20, 1916, making important repairs in the engineers department, particularly to the boilers, and was unable to proceed to sea until May 24. After an uneventful voyage, the *McCulloch* arrived at Akutan Harbor, Alaska, on June 2, 1916, where fuel oil was obtained and the next day proceeded to Unalaska.

(b) The machinery was overhauled, stores were received on board for the Government school at Nazan village, and the *McCulloch* left Unalaska June 9, for a cruise to the westward, arriving at Atka Island June 10. The weather, on leaving Unalaska, was fine, but

upon arriving at Atka it became stormy, with strong northwest winds, which continued for three days, with rain. It was deemed unsafe to enter the inner harbor under the prevailing bad weather conditions and the vessel remained at anchor in the outer harbor until the morning of June 13. It was intended to audit the accounts of the native cooperative store, but as the Government teacher had been absent from Nazan since March, 1916, the books had not been written up, and the audit of the account was postponed until the return of the *McCulloch* from Attu. The supplies, which were taken on board at Unalaska, were landed by the ship's force, assisted by the natives. The commanding and medical officers inspected Nazan village. The medical officer rendered medical aid to the natives. The village was found to be badly located on wet land, but the Government school and store for the natives appeared to be beneficial to them, and their material condition seemed to be fairly prosperous. William Dirks, a native of Atka, was received on board for passage to Attu and return, there being no other means of transportation. The *McCulloch* left Atka Harbor June 14, and proceeded to Korovin Bay, on the western side of Atka Island and anchored in Sand Bay the same day, near the service camp site. The house was found to be a mass of wreckage which had been piled together and held down by lines. The lumber which could be utilized on the Government building at Attu, and the dory, which was in good condition, were received on board. The vessel arrived at Attu June 17. The village was inspected by the commanding and medical officers. The service building and dory were found to be in good condition and not in need of repair. The spare material obtained at the Korovin Bay camp site was placed in the house. The medical officer treated the natives as necessary. A poor catch of foxes last winter was reported by the natives, but they appeared to be in good condition generally. A fishing party was sent out from the ship, and finding a plentiful supply of fish returned three hours later with some two or three thousand Attu mackerel caught with hook and line. The *McCulloch* left Attu June 17 and arrived at Kiska next day. The old naval station, at this place, was found to be in a neglected condition. The small bunk house was open and bore evidence, on its walls, by chalked inscriptions that the *Tahoma* had visited the place in September, 1914. In addition to the bunk house there is a small storehouse, apparently in good condition, a navy lighter and the remains of a wharf. As far as could be learned there were no inhabitants, either permanent or transient, upon the island.

(c) On June 17, a radiogram from Headquarters announced that the "floating court" orders were rescinded, and instructions were sent to the *McCulloch* (which had been detailed for the "floating court" duty) to visit all the western villages before returning to Unalaska.

(d) The *McCulloch* left Kiska June 19, anchored next day at Atka Island, and replenished the supply of fresh water. William Dirks, who had been given transportation to and from Attu, left the vessel. During June 21 and 22 the accounts of the store were audited by the officers detailed for that duty. There being no other means of transportation, Mr. L. E. Carr, brother of the Government-school teacher, was granted transportation to Unalaska on the *McCulloch*.

June 23, the cutter left Atka and proceeded eastward, stopping at the villages of Nikolski, Chernofski, Kashega and Makushin. These villages were inspected by the commanding and medical officers, and treatment was administered to the natives when necessary.

(e) The natives at Nikolski are apparently well to do. The village is situated on high ground, well drained, and the sanitary condition appeared fair, while the condition of the houses and people was poor. A store maintained by Mr. S. Applegate appears to stimulate industry in basket making among the natives. The catch of foxes during the winter was reported to have been good. The anchorage is poor. Chernofski, according to the report of the medical officer, was the worst of the villages visited. There were seven barrabaras in the village and the total number of inhabitants was 30. The natives were so needy and their condition appeared to be so pitiful that supplies were furnished them by the commanding officer of the *McCulloch* from the rations of the vessel. Kashega village is fairly well located and drained, and the people appeared to be fairly prosperous and had on hand a large supply of salmon. The sanitary condition of Makushin, exterior and interior, was very poor. Only one family was seen at this village, the remainder having gone to the summer village fishing.

(f) The wreckage which was reported at Tanaga Island by the *Unalga* was reported by the *McCulloch* to have been at Kanaga, which latter island lies to the eastward of Tanaga and appears to be imperfectly charted.

(g) The *McCulloch* left Makushin on June 26 and proceeded to Bogoslof Island, and thence to Unalaska, arriving at the latter place June 26.

(h) On June 30 the deputy marshal at Unalaska reported at this office that the United States marshal at Valdez had made a request that one of the cutters transport the deputy marshal, guard, and prisoners from Naknek and Unalaska to Valdez, and further desired to ascertain if a cutter could be assigned to serve for a short time in Cooks Inlet to prevent the landing of shipments of contraband liquor. Instructions were at once requested from headquarters by radio, but no reply having been received up to July 10, the *McCulloch* was directed on that date to leave Unalaska with the deputy marshal and two guards on board. Mail was received from the postmaster at Unalaska for Naknek and Nushagak and for two fishing vessels supposed to be in the eastern part of Bering Sea. There was also received on board two boxes from the assistant agent of the Bureau of Fisheries for transportation to Nushagak. The *McCulloch* proceeded to the northward and eastward via Dublin Bay and Slime and Baird Banks to Naknek, keeping a lookout for fishing vessels. On July 11 one fishing vessel and on the 12th eight more were boarded. Mail from Unalaska was delivered to the fishing schooner *Alice* and outgoing mail was received from the vessels boarded. Medical aid was rendered to one man on the *Azalea*, of Anacortes, and to three men on the *Vega*, of San Francisco. The *McCulloch* arrived off Naknek on July 12. On July 13 the deputy marshal at Naknek delivered to the deputy marshal on board the *McCulloch* five prisoners. The same day the vessel proceeded to the mouth of the Nushagak River. The deputy marshal at Dillingham delivered on board the *McCulloch* three prisoners. There were delivered to the fisheries warden at

Nushagak the two boxes received from the assistant agent of the Bureau of Fisheries. The outgoing mail was received on board and the *McCulloch* returned to Unalaska July 16, where the deputy marshal, two guards, and eight prisoners left the vessel.

(i) During the interval between July 16 and July 28 the cutter remained at Unalaska cleaning boiler, etc., and on the latter date left Unalaska with the Russian priest at St. George, his wife, and two grandchildren on board, for transportation to St. George, with personal baggage and some freight; also the dean of the Russian church of Unalaska, accompanied by a native, for transportation to Akutan. Six boxes of freight and the mail from Akutan, St. George, and St. Paul Islands were taken on board. The vessel stopped at Akutan, replenished her supply of fuel oil, delivered the mail, and proceeded to St. George Island, arriving July 31. Passengers, freight, and mail were landed and the *McCulloch* steamed to St. Paul Island, where mail and freight were landed the same day. On August 2 the officials designated to enumerate the fur seals at St. George were received on board, but on account of the bad weather and the state of the sea, a landing at the latter island could not be effected until August 7, after which the cutter returned to St. Paul Island and anchored off Village Cove, near the auxiliary schooner *Great Bear*, which vessel was boarded and examined. On account of the dense fog the *McCulloch* remained at anchor until August 10, when the vessel cruised around the islands to the westward and southward, thence to the northward and eastward of St. George, returning to St. Paul August 11.

(j) On August 12 the agent at St. Paul delivered the mail for Unalaska and St. George and the cutter steamed to St. George, where the mail was landed and mail for Unalaska received.

August 13 the *McCulloch* proceeded to Bogoslof Island, arriving on August 14, where two officers were landed for exploration. Soundings were taken in the vicinity around the island while the party was on shore sketching and photographing. A separate report has been submitted covering the examination of Bogoslof Volcano and its immediate surroundings, together with a sketch and photographs showing different views of the volcano. Upon the return of the shore party the vessel proceeded to Akutan for fuel oil and thence to Unalaska, arriving at the latter place August 15.

(k) From August 15 to 20 the crew were engaged making minor repairs in the engineer's department. On the latter date a radiogram was received from the keeper of Coast Guard Station No. 305 (Nome) stating that the auxiliary schooner, *Great Bear*, due to arrive at Nome August 10, had not yet reached that place and that great anxiety was felt for her safety. As no other information concerning this matter had been received up to this time, and it was not certain that the *Great Bear* was in distress, the keeper was directed to wire on the morning of August 21, and advised that if no news of the vessel was received up to that time, a cutter would be sent to search. On August 21, a radiogram announced that no news had been received from the *Great Bear*, and the *McCulloch* was directed to proceed at once to search. About the same time a radiogram was received from the Pacific American Fisheries steamer *Norwood*, then at Akutan, stating that an employee at the cannery at that place, had met with an accident by which two fingers were crushed and requesting that

the *McCulloch* be held at Unalaska until the arrival of the injured man, who was to be sent on a power boat to Unalaska for medical treatment. In order to save time, the *McCulloch* was ordered to intercept the power boat while proceeding on her search for the *Great Bear*. At 8.10 p. m., the boat was sighted off Wislow Island and spoken. The sea being too rough to get the boat alongside, the latter was directed to follow the cutter, which vessel proceeded to Dutch Harbor and anchored. The necessary surgical operation was immediately performed, the patient placed in the care of a trained nurse at Unalaska, and August 22 the *McCulloch* proceeded to sea in search of the *Great Bear*. On the morning of the 25th she arrived at St. Matthew Island and found signals displayed. A boat was sent ashore, and shortly after the officers in charge signaled the *McCulloch* that the crew of the *Great Bear* were encamped 6 miles from Cape Upright and that all on board had been saved. Mr. Borden, the owner of the *Great Bear*, and the entire party were received on board for transportation to Nome. The *Great Bear* was en route to Herschel Island, Arctic Ocean, for commercial and scientific purposes and had on board a valuable miscellaneous cargo. On August 10, at 12.57 p. m., she struck Pinnacle Island, about 4 miles south of St. Matthew Island, in a dense fog, and was wrecked on the rocks at that place. The shock of the collision caused the vessel to spring a leak, the holds were soon filled with water, and the cargo in the holds was covered with fuel oil from the tanks. The weather was calm and there was no immediate danger of loss of life to the people on board, although there was a heavy southwest swell. As much of the cargo and provisions as possible were landed in the four whaleboats of the *Great Bear* and transported to the camp, where the party remained until the arrival of the *McCulloch*. Stores and provisions which were sent on board the *McCulloch* during the night amounted to \$5,000. From the report of the commanding officer of the *McCulloch*, it was doubtful whether anything could be recovered from the wreck except the fuel oil in drums on deck, the windlass engine, and perhaps some of her rigging. At the request of the owner, the *McCulloch* left immediately for Nome, after taking on board the effects of the party. The passage to Nome was made with good weather, and on August 27 the party, with their effects, except four whaleboats, with their equipment, were landed. At the request of Mr. Borden, the boats were retained on board to be stored at Unalaska or Dutch Harbor, in care of the deputy collector of customs, at Unalaska. The *McCulloch* left Nome August 28, stopped at St. Paul and St. George Islands for mail, and arrived at Unalaska September 2.

(2) After making minor repairs in the engineer's department, the *McCulloch* left Unalaska September 6 on a cruise to the westward, having received on board for transportation to Atka two assistant teachers of the Government school, several natives, and freight for the Government school and the native cooperative store at Atka. For transportation to Akutan, where the *McCulloch* had to stop for fuel oil, the following-named persons were received on board: The deputy marshal of Unalaska on official business, two officials of the Russian Church at Unalaska, and four natives. The *McCulloch* arrived at Atka September 6. The passengers, mail, and freight were landed, and the medical officer visited the village and rendered medical aid to the natives. Mail and several packages for Attu were received on board.

(m) The cutter left Atka August 8 and arrived at Attu on the 11th. The packages and mail were landed. The service building was found in good condition and not in need of repairs and was well secured for the winter. A coat of paint was applied to the house and roof. The dory, No. 140, with oars and anchor, which was left at Attu by the shore party in 1914, was taken on board for delivery at Unalaska. Lieut. Roemer, as United States Commissioner, investigated a criminal case of alleged rape or assault. He took no action, but will make appropriate report to the proper officer of the Department of Justice. The commissioner performed the marriage ceremony for the natives in three instances. The medical officer gave medical aid to such natives of the villages as required it.

(n) In the case of the master of the schooner *Lillie*, of Sand Point, the investigation requested by Mr. H. C. Christoffers, assistant agent of the Bureau of Fisheries, on behalf of the Biological Survey, it developed that the master of the above-named schooner had not visited Attu during the current year and no blue foxes had been taken from the island by him or in his behalf.

(o) The duties embodied in the cruising orders of the *McCulloch* having been accomplished, she left Attu September 11 and steamed to the eastward looking for the missing schooner *Lillie*, of Unalaska, as directed by a radiogram from this office. On September 13 she proceeded through Tanaga Pass to the islands of Skagul and Ogluga, which places were included in the itinerary of the *Lillie*. A notice was left at a vacant house on the latter-named island stating that the *McCulloch* had visited the locality on that date in search of the missing schooner. Proceeding to Atka, where the vessel arrived September 14, the *Lillie* was found anchored in the harbor, but needing no assistance. The *McCulloch*, having reported she was proceeding to Unalaska, she was directed by radiogram to fill her tanks with fuel oil at Akutan before returning to Unalaska, in order that there would be no delay should her services be needed in an emergency while lying in Unalaska preparing for sea. The vessel arrived at Unalaska September 17.

(p) Both boilers of the *McCulloch* were cleaned while at Unalaska while preparing to leave for the States. Stores were received on board and such drills, as were practicable under prevailing weather conditions were conducted. On September 19, the British steamer *Turret Crown* arrived at Unalaska with a cargo of coal for the Alaska Commercial Co. She was boarded by the *McCulloch*. On September 25 the *Bear* arrived at Unalaska, and the same day a radiogram from headquarters directed that the *McCulloch* take the deputy marshal of Unalaska to Nushagak and transport him, with all witnesses he produces in the McLean murder case, to Valdez. The deputy marshal at that time was without authority in the premises, which fact was communicated, on October 26, to headquarters, and on the 28th the deputy marshal received his orders. The *McCulloch* left Unalaska on September 29, and proceeded to Naknek. September 30 a radiogram from the *Dora*, en route from Unalaska to Seward and way ports, reported that an assistant lighthouse keeper at Cape Sarichef was ill and needed a doctor. Upon inquiry it was learned that it was thought he had tuberculosis, and that it was advisable that he be brought to Unalaska, if practicable. The commanding officer of the *McCulloch*, upon arriving at Naknek, reported by radio

that he was unable to obtain the services of a pilot for Nushagak Bay and River; that all the buoys had been taken up and all the tugs laid up, and that it was dangerous to proceed to Nushagak without local knowledge. He further reported that it was not prudent to send a boat expedition and that he would remain there for the present. He was then directed, when satisfied that a safe landing of the deputy marshal could not be effected, to return to Unalaska and to stop at Cape Sarichef Lighthouse, give medical assistance to the sick man, and bring him to Unalaska, if he so desired. On October 3 the *McCulloch* left Naknek and stopped off at Cape Sarichef Lighthouse October 6, but being unable to effect a landing proceeded to Akutan, where oil and water was received, and returned to Unalaska October 8. October 9 was spent at the wharf making minor repairs to the machinery and preparing the vessel for sea. The service buildings at Unalaska were put in order for the winter and the keys left in charge of the postmaster.

(q) On October 10, the division officers went on board the *McCulloch* for passage to Seattle, Wash. Mr. F. de V. Dodge was granted transportation to Seattle without expense to the Government or any mess on board the vessel. F. Fukuhara, a Japanese cook, who had been employed by the Alaska Commercial Co. to cook for the fleet officers, was given passage to Seattle, without expense to the Government or any mess on board the vessel, there being no other means of transportation at present. The *McCulloch* left Unalaska October 10 and steamed out toward Cape Sarichef to effect a landing if possible. Off Cape Sarichef, the schooner *Lillie*, of Unalaska, was spoken and it was learned that the sick man was on board and needed no assistance. The vessel, therefore, proceeded through Unimak Pass, for Seattle, Wash. At 10.20 p. m., October 11, 1916, a radiogram was received asking whether, upon the request of the Department of Agriculture, it would be convenient for the *McCulloch* to come to Kodiak to pick up Dr. J. Madsen, United States inspector, in charge of the Bureau of Animal Industry, in order to enable him to resume his official duties at Seattle. The cutter being at that time several hundred miles from Kodiak, and not bound in that direction, and the case not appearing sufficiently urgent to divert the vessel so far from her course, a reply was sent to Dr. Madsen informing him that it would not be convenient to do so, and the vessel continued on her course. The voyage to Puget Sound was made without noteworthy incident, except heavy southerly gales on October 11 and 13, and the vessel arrived at Port Townsend the 18th, and proceeded to Seattle, Wash., the following day. After receiving fuel oil and supplies the *McCulloch* proceeded to sea on the 20th, stopped at Astoria the 22d, and arrived at San Francisco October 25, reporting her arrival to the commanding officer of the Southern Division.

(r) The *McCulloch* was attached to the Bering Sea Fleet 171 days.

"BEAR."

8. The *Bear* was at no time a regular unit of the Bering Sea Fleet, but her commanding officer was directed to report his command to the commanding officer, Northern Division, at Seattle, Wash., which he did on May 10, 1916, and received mail, etc., at that place. That vessel arrived and departed from Unalaska before the arrival at that

place of the fleet commander on June 2, 1916. On September 25 the *Bear* arrived at Unalaska from Nome, anchored in the outer harbor on the 26th, went alongside the dock, and was granted permission to clean boiler and to fill her bunkers with coal.

Summary.

	Days attached.	Hours underway.	Miles cruised.	Fuel consumed.	
				Coal.	Oil.
Unalga.....	126	<i>Hrs. Min.</i> 1, 287 03	9, 868. 2	<i>Tons. Pounds.</i> 811 187	<i>Barrels.</i>
Manning.....	140	1, 398 35	9, 006. 3	912 1, 810	.....
McCulloch.....	171	1, 664 39	13, 968. 6	1 281 1, 475	1 3, 075. 6
Total.....	437	4, 345 17	32, 833. 1	2, 005 1, 232	3, 075. 6

¹ From May 24, 1916, the date of the McCulloch's departure from Sausalito to Unalaska.

Respectfully,

H. M. BROADBENT,
Commanding Bering Sea Fleet.

To the CAPTAIN COMMANDANT.

REPORT OF NORTHERN CRUISE, SEASON OF 1916.

COAST GUARD CUTTER "BEAR,"
San Francisco, Cal., December 4, 1916.

SIR: 1. With the arrival of the *Bear* in this harbor yesterday the cruise of 1916 has been completed and the duties assigned by headquarters order of April 11, 1916, and accompanying letters have been performed.

2. The vessel has been underway 2,452 hours and has cruised 15,550 miles during the season.

3. The *Bear* steamed from this port May 2, 1916, stopped at Ladysmith, British Columbia, for coal, and at Seattle, Wash., for mail and supplies for the far North, and arrived at Unalaska May 25.

4. After coaling and repairing boiler, steamed from Unalaska on May 29 and arrived at Nome June 4. Stops were made at St. George and St. Paul Islands to land agents and the mail. Very heavy ice was encountered north of 60° north latitude and upon arrival at Nome heavy ice was found alongshore, making it necessary to land all mail and freight on the ice, after which steamed for St. Michael, where mail and stores were landed on June 5.

5. Watered ship at Golofnin Bay on June 6 and steamed to southward to develop ice conditions. After the heavy ice was encountered the vessel was worked to eastward and southward until clear of ice, and, taking into consideration the easterly weather breezes that had obtained for some time, all vessels bound for Nome were notified of the eastern limits of the ice and advised as to course to steer. By following these instructions they were enabled to reach Nome without meeting any ice.

6. After all steamers had arrived at Nome, proceeded to the Siberian coast to seek an anchorage in one of the small harbors for the purpose of cleaning boiler, but these were frozen solid, and the *Bear* returned to St. Michael, which, while not the most desirable harbor to blow down and clean boiler, was the only one available. While cleaning boiler held small-arm target practice on the Army range at Fort St. Michael. Stops were made en route at King Island, St. Lawrence Island, Emmatown, Siberia, Little Diomedé, and Cape Prince of Wales. Port Clarence was frozen solid and heavy ice extended along the beach from Cape Prince of Wales to Sledge Island.

7. A second trip was made in July, visiting all the villages named above as well as Teller, in Port Clarence.

8. Having received the mail and such school supplies as had arrived, steamed from Nome for the Arctic Ocean and Point Barrow at 6.25 p. m., August 6.

9. Stops were made at Teller Reindeer Station, Cape Prince of Wales, Cape Blossom (Kotzebue Sound), Point Hope, and Wainwright Inlet, en route to Barrow, where the vessel arrived at 10.55 p. m., August 14.

10. Having completed all business and inspected the village, the outgoing mail was received on board and the return trip commenced at 7.50 a. m., August 15.

11. Bound south, Wainwright, Icy Cape, Cape Thompson, Kivalena, Cape Blossom, Whalen, Siberia, Little Diomedé, Cape Prince of Wales, and Port Clarence were visited in turn en route to Nome. While at Blossom an opportunity was afforded the superintendent of the northwestern district, Bureau of Education, to visit the new native village of Noorvick. He was accompanied by the surgeon and two of the ship's officers. The *Bear* was detained in the vicinity of Nome and St. Michael until the middle of September because of the coal shortage at Nome and St. Michael, and until it was definitely learned that there would be coal at Unalaska. Having received a small supply and the mail, September 18 steamed for Unalaska by way of the seal islands and arrived at latter place September 25.

12. En route 91 natives, their boats and outfits, were transported from Nome to King Island, and 3 were landed at St. Lawrence Island.

13. The boiler was cleaned, repairs made to engine, and the bunkers filled with coal. On October 10, steamed on the return trip to Nome. On the 12th, landed the mail and stores at St. George and St. Paul Islands. On the 15th anchored off Pinnacle Island and inspected what remained of the wreck of the *Great Bear*. An effort was made to land at Hooper Bay on the 16th to endeavor to find the schooner *Arctic* or her crew, but a landing was impossible owing to heavy sea. Later in the month, the 23d, a landing was made at the village at Hooper Bay and the master and crew of four men were transported to Nome. The *Arctic* was high and dry on the mud and had been secured for the winter.

14. While returning to Nome a radio message was received from Unalaska reporting an epidemic at the Jesse Lee Home. Further information was requested and while awaiting this, 16 natives, their boat and effects, who had been detained at Nome, were transported to their homes at Cape Prince of Wales. An effort was made to land

some stores at St. Lawrence Island, but this we were unable to do on account of heavy sea.

15. A second message from Unalaska was referred to headquarters, and on the 28th of October steamed for Unalaska, arriving there November 3, at 9.45 a. m.

16. Before leaving Nome, the United States district judge was consulted and at his request 13 destitutes were taken on board and brought south. Two of these, Thomas Reed and W. Duffy, elected to go ashore at Ladysmith, British Columbia, where they were able to obtain employment. The other 11 were landed at Seattle on arrival there.

17. At the request of the Bureau of Education, a native reindeer herder, A. Neucklavok, was transported from Nome to Unalaska.

18. En route to Unalaska, stopped at St. Paul and St. George Islands to receive the outgoing mail.

19. A special report has been submitted to headquarters on conditions at Unalaska. (Report follows.)

20. Having been advised by radio that the steamers *Umatilla* and *Victoria* would be out of Bering Sea on November 14, steamed from Unalaska on that date and arrived at Ladysmith, British Columbia, November 23. The bunkers were filled with coal and on November 25 proceeded to Seattle, arriving there on Sunday, November 26.

21. The destitute persons were landed, and the mail from Unalaska and the Pribiloff Islands.

22. Mr. N. Balshanin, deputy collector of customs at Unalaska, and Mr. J. C. Coleman, school-teacher at the same place, were given transportation from Unalaska to Seattle at no expense to the Government.

23. On Monday, November 27, I reported in person to the division commander, northern division.

24. As southwest storm warnings had been sent out, sailing from Seattle was delayed until 4.25 p. m., November 28. Good weather was experienced, although there was a heavy westerly swell all the way down the coast.

25. Detailed reports (copies herewith) have been submitted from time to time, during the cruise, of the movements of the vessel.

26. During the summer the following passengers were carried:

Mr. O. W. Carlson was on board as guest of commanding officer from May 13 to June 11, and June 24 to July 10, inclusive.

Dr. Judson Daland was on board as guest of commanding officer from August 6 to September 2.

H. C. Fasset, agent and caretaker St. Paul Island, came aboard May 13; departed May 31.

Mr. Robert H. Bishop and wife, storekeeper St. Paul Island, came aboard May 31; departed June 4.

Walter Johnson, superintendent of schools in western district, Bureau of Education, came aboard June 5; departed June 11.

G. D. Hanna, assistant agent St. Paul Island, came aboard May 29; departed May 31.

W. C. Shields, superintendent northwestern division, Bureau of Education, came aboard June 15; departed June 22. August 6 to August 20, inclusive. August 26 to September 2, inclusive. September 8 to September 9, inclusive. September 13 to September 14, inclusive.

PLATE VI.



ARCTIC CRUISE.

The "Bear" landing the mail at Nome, Alaska.

Rev. L. B. Lafortune, missionary, came aboard June 15; departed June 16. Came aboard June 22 and departed same day.

Mr. E. V. Godsave and wife, school-teachers, came aboard June 17; departed June 22. Mr. Godsave came aboard July 24; departed July 29.

Dr. and Mrs. J. D. Arnold and son came aboard July 8 as guests of commanding officer. Departed July 10.

H. O. Nelson came aboard July 8. Departed July 10.

C. M. Sawyer came aboard July 8. Departed July 10.

Private Selman came aboard July 23. Departed July 24.

John F. Coffin and son, school teacher, came aboard July 26. Departed July 29.

Warren S. Adlocat, native interpreter, came aboard August 8. Departed September 3.

Charley Johnson and Joe Perrin, destitute seamen, came aboard August 15. Departed September 3.

Mr. J. V. Geary, wife, and daughter, school teachers, came aboard September 8. Departed September 9.

Mr. and Mrs. Jean Dupertuis, school teachers, came aboard September 18. Departed September 20.

S. T. L. Whitlam, Chris Ross, Chris Nelson, Peter Polson, and Don Sam, master and crew of the stranded gas schooner *Arctic*, came aboard October 23. Departed October 25.

Thomas Reed and W. Duffy, destitutes, came aboard October 28. Departed November 25.

The following destitutes came aboard October 28 and departed November 26: C. Lucia, L. Vasilio, P. Flynn, T. Duncan, J. Nash, J. Ofrial, T. Brown, T. O'Neill, George Sullivan, M. Connelly, and A. Callbelg.

27. Attention is again invited to the small gas boats clearing from Nome with whisky for trade along the Siberian coast in violation of Russian law, and it is again suggested that this trade be stopped.

28. Only one vessel, the *Belvedere*, was engaged in walrus hunting this year, and as she was not seen after returning from the Arctic, the extent of her catch is not known.

29. As in former seasons the natives have been assisted from place to place without diverting the vessel from her proper duties. Their lot, at best, is not the happiest and any little assistance given them is thoroughly appreciated.

30. No serious violation of law was reported to the commissioner or to myself.

31. The vessel has been almost continuously under way since leaving this port in May, last.

32. All the officers and crew have performed the duties assigned them in a cheerful and efficient manner.

33. There has been no serious illness on board during the summer, but the necessity of a sick bay is most evident, and it is hoped that the plans forwarded last year will be followed, and this much-needed room be built.

Respectfully,

C. S. COCHRAN, *Commanding*.

To the CAPTAIN COMMANDANT.

UNALASKA EPIDEMIC.

COAST GUARD CUTTER "BEAR,"

Ladysmith, British Columbia, November 23, 1916.

SIR: 1. Upon receipt of a radiogram from Unalaska on October 24, that an epidemic of dysenteric type had broken out, instructions were transmitted by radio as to precautions regarding drinking water and the disinfecting of sewage, as well as directions concerning treatment of patients, etc.

2. In compliance with orders from headquarters the *Bear* proceeded to Unalaska, stopping at Nome to procure disinfectants and some necessary medicines.

3. Arriving November 3, 16 cases of bacillary dysentery were found among the children of the Jesse Lee Home, and about 10 cases in the village.

4. Many were by this time convalescent, but several were still ill with severe diarrhea, passage of blood, mucus, and pus, tenesmus, and straining, abdominal pain, emaciation, and pyrexia, in some cases as high as 104° F.

5. I was unable to isolate or culture any particular organism, as laboratory facilities were of course entirely lacking, but microscopic examination of muco-pus from the more severe cases showed at first almost pure cultures of nonmotile, Gram-negative, rod-shaped bacilli, which helped in some degree to confirm the diagnosis.

6. It was found that the instructions sent ahead had been carried out implicitly although there had been no professional aid within 300 miles, and that the cases were without exception progressing favorably. They had all been segregated and placed upon such restricted diet as was obtainable in Unalaska at the time, and within 10 days of the *Bear's* arrival all had completely recovered with no fatalities or serious relapses.

7. The water supply of the Jesse Lee Home was found to be of doubtful purity, and that of the rest of the village was obviously contaminated, although actual bacteriological tests of the water were impossible for lack of laboratory equipment.

8. The entire sewage system of the home was thoroughly overhauled by a detachment of men from the ship's crew under my direction and several minor defects remedied.

9. I made suggestions as to radical improvement of the water supply of the home to the superintendent in charge, who promised to carry them out to the best of his ability as soon as he could get necessary financial aid. In the meantime he was directed to see that all drinking water for the institution be boiled.

10. School was closed until the epidemic could be gotten under control, and the representative of the Bureau of Education was enlisted in the work of instructing the native villagers regarding the danger of contaminated water supplies, of disposal of wastes, and boiling of drinking water.

11. Several of the officers of the *Bear* accompanied me in a house-to-house canvass of the entire village to ascertain more particularly sanitary conditions as pertaining to water supply and sewage disposal. We found that with few exceptions all water was obtained from a polluted creek running through the village, or from shallow surface wells adjacent to privies and garbage dumps. Sewage was being

thrown into the creek supplying water or left to seep through the gravel-bed ground into the wells or back to the creek.

12. There is now above the village a naturally favorable site for water supply with an uncontaminated water shed. This reservoir has been developed by Mr. Balshanin, the deputy collector of customs, for his personal use, and he has volunteered to provide for its enlargement and up-keep if its water can be brought to supply the village.

13. The expense of piping the water from the reservoir probably would be inconsiderable, and this might be borne by the Bureau of Education, as the native villagers would be the chief beneficiaries. The local representative of the Bureau of Education has already taken up the subject tentatively with Mr. Lopp, superintendent of education for Alaska, and the matter has received favorable attention. Such a step would greatly reduce the possibility of future trouble from water-borne diseases.

Respectfully,

EDWARD C. ERNST,
Assistant Surgeon, United States Public Health Service.

To the COMMANDING OFFICER.

REPORT OF ST. MARYS RIVER PATROL, SEASON OF 1916.

COAST GUARD CUTTER "MACKINAC,"
Sault Ste. Marie, Mich., December 30, 1916.

SIR: 1. In order to properly present the subject of patrol work, I would first call attention to the tremendous amount of traffic through the St. Marys River during the season 1916, which has far exceeded all previous records both as to number of vessels and amount of freight tonnage. The records of 1916 show a total of 91,888,219 tons of freight, which is 12,000,000 tons ahead of the highest previous mark recorded in 1913, and 20,000,000 tons ahead of 1915. These figures indicate impressively the growing importance of the patrol, and the necessity of maintaining its highest possible efficiency.

2. Owing to the vast amount of business ahead, ice breakers were employed in the spring in order to start early freight movement, and by this means navigation was opened probably at least two weeks sooner than would otherwise have been possible, as the ice was much heavier than usual. The *Mackinac* was placed in commission April 19 upon the opening of navigation and proceeded down the river, opening such stations as ice conditions would permit. Heavy ice was encountered in Middle Neebish, Mud Lake, and Upper West Neebish Channels, which, however, were successfully broken out. By April 25 all units, i. e., *Mackinac*, two launches, and six lookout stations, were in commission, ice conditions having improved to the extent that the lookouts detailed at stations where the use of small boats was necessary in reaching their posts could safely handle station pulling boats.

3. Fortunately water levels have been abnormally high throughout the season, which accounts in a great measure for the record-breaking dispatch in handling the heavy traffic. Deep-draft vessels under normal conditions can not pass through the Poe Lock, and are frequently delayed while awaiting their turn for the Davis or the Cana-

dian Locks, but owing to the high-water condition throughout the past season the Poe Lock was available at all times, thus avoiding stagnation above and below the locks and considerably lightening the duties of the patrol boats stationed at the Sault. Owing to the wet weather there have been few forest fires, which during previous seasons have caused much smoke, and there has been very little fog. As a result there have been few accidents, only two of which caused temporary blockades of very short duration. The most serious of these was caused by the grounding of a vessel near No. 5 lookout station. As this station has no telephone, it was necessary to send word by boat both when the accident occurred and after the channel was cleared, downbound vessels being held up several hours longer than would have been necessary had the lookout been able to telephone. This matter of a telephone for the No. 5 station was taken up last year, and I was informed by the agent of the Pittsburgh Steamship Co. that the construction of a line to Moon Island had been authorized, but for some unknown reason the line has as yet not been installed. (Probably owing to difficulty in obtaining labor.) I understand, however, that the poles are to be purchased this winter and the line constructed next spring.

4. While touching on matters pertaining to improvements in patrol equipment I wish to call attention to the necessity for action in providing permanent berths at the Sault and at Neebish for the *Mackinac* and launches. The wharf at the Sault is leased from year to year and may be sold at any time, the *Mackinac* thus being deprived of its further use. The Government owns property near the locks in a desirable location for the patrol equipment, and I would recommend obtaining from the War Department a permanent berth on this property. There is at present a Government slip which is used by the United States engineers, where a tug and lighter, both out of commission, are berthed. I have been informed by various old residents, that when the property in question was purchased by the Government this slip was to be assigned for the use of the cutter. It would appear to me that the portion of the engineers' equipment not in use could be berthed at another slip which is located below and on the north side of the locks, in which case there would be ample room for the *Mackinac*. If this arrangement can not be made, a slip could be dredged on the east end of the Government property, thus insuring a permanent and suitable berth for the patrol equipment. The wharf in use at Neebish is also private property, and since my last report on the subject, is in much worse condition than formerly, a considerable portion having tumbled down during the past season, there now being no communication with the shore, where the shed is located. Lookout stations Nos. 2, 4 and 6 are one story buildings; their efficiency would be greatly improved by altering them to two story structures similar to stations Nos. 1, 3 and 5, for the reason that their range of vision would be much improved generally, and particularly during thick weather when there are frequently low-lying fogs. (There have been cases of reports by lookouts against vessels for failure to blow fog signals, which developed on investigation that the masters who were in high pilot houses could see over the fog, had no trouble in navigating their ships and hence did not realize the necessity for blowing signals.)

5. The personnel has performed its duties satisfactorily and discipline has been good. There have been no important changes as

regards duties, the system maintained last season having proved efficient. One of the most remarkable facts in connection with the season's work is, that very few reports have been found necessary in enforcing the St. Marys River rules. Only one vessel was reported and fined for violation of law. There were comparatively few cases where warnings were necessary, and with the one exception noted above, a single warning was sufficient to insure perfect compliance with the rules thereafter.

6. Following is a tabulation of the seasons work:

Vessel passages through St. Marys River.

Month.	Vessels.	Barges.	Total.
April.....	633	6	639
May.....	2,702	179	2,881
June.....	2,886	217	3,103
July.....	3,041	223	3,264
August.....	2,946	216	3,162
September.....	2,603	193	2,796
October.....	2,573	154	2,727
November.....	1,976	59	2,035
December.....	504	5	509
Total.....	19,864	1,252	21,116

Reports and warnings, violation of:

St. Marys River rules—	
Reported.....	1
Warned.....	59
Pilot rules, Great Lakes, etc—	
Warned.....	1
Motor-boat laws—	
Reported.....	6
Warned.....	1
Other navigation laws—	
Reported.....	7
Seized.....	2
Number of vessels boarded and examined (exclusive of motor boats):	
Foreign.....	3
American.....	71
Total.....	74
Number of motor boats boarded and examined:	
Foreign.....	8
American.....	122
Total.....	130
Cases of assistance rendered.....	28
Derelicts recovered (gas and bell buoy).....	1
Regattas patrolled.....	1
Certificates to lifeboat men issued.....	27
Applicants rejected.....	17
Miles cruised during season by—	
<i>Mackinac</i>	1,612.5
<i>Vigilant</i>	3,488.0
Launch No. 752.....	1,801.0
Total.....	6,901.5

7. In addition to the duties included in the above tabulation, the *Mackinac's* office in the Federal Building has proven very useful to the public as a "Maritime Bureau of Information," there having been many requests for information regarding navigation laws

and other maritime matters. There has also been a considerable amount of work done in connection with forwarding Coast Guard supplies to stations on Lake Superior.

8. All units were in active commission until December 14, after which date launches and stations were laid up as ice conditions demanded, the *Mackinac* being held in commission until navigation terminated and the locks closed on December 20.

Respectfully,

EBEN BARKER,
Commanding.

To the CAPTAIN COMMANDANT.

REPORT OF ASSISTANCE TO THE BARGE "DAYLITE."

COAST GUARD CUTTER "GRESHAM,"
Boston, Mass., February 9, 1917.

SIR: 1. In compliance with your verbal instructions of the 4th instant, the *Gresham* left Boston and proceeded at full speed to the assistance of the schooner barge *Daylite*, reported drifting off Cape Sable.

2. Thirteen stragglers, the majority being from the deck department, were on liberty at the time the summons was received, and were left behind. The vessel's force was so depleted that it was found necessary to make a requisition on the *Androscoggin* for men in the engineer and deck departments to fill the vacancies created by the absentees. A coxswain, two seamen, and two firemen were promptly furnished upon request by the *Androscoggin*.

3. The trip to the approximate location given by the barge *Daylite* was uneventful. A moderate southwest breeze was blowing, and a moderate sea followed us until the afternoon of the next day, the 5th instant.

4. The morning following our departure from Boston we received information from the *Daylite* that the tug *Resolute*, which had been standing by during the night, had succeeded in getting a towline on board the barge and was towing her to meet us. Calculations showed that we would meet her some time in the afternoon.

5. About 1 p. m. we received a message from the master of the *Daylite* stating that the tug *Resolute* had parted the towline and that the two vessels had become separated, presumably in the heavy snow squalls which were occurring frequently.

6. Later in the afternoon it began to breeze up from the southwest and grew thick overhead, while the sea soon began to show the effects of the wind.

7. At 7 p. m., the ship's position being only some 20 miles from Cape Sable, we were forced to head to the wind and sea, both of which had become violent. This was accomplished without much difficulty, but the ship was soon diving deeply into the head sea, and rolling heavily.

8. We had crossed the position given by the barge *Daylite*, and while we had reason to believe that we were very close to her we did not sight her.

9. Constant communication by radio was maintained with the barge *Daylite* and the tug *Resolute* during the night, both being equipped with wireless. It was feared the barge might be blown

onto the beach, and the master was advised to drop both anchors if his soundings showed that he was near shore. Fortunately, the wind shifted and he drifted to the southward and eastward.

10. By 10 p. m. the wind had increased to a violent gale, and at times was blowing a hurricane. The seas were prodigious and were constantly breaking over the vessel. One live sea came aboard about midships and entered the cabin, wardroom, and engine room, but not to any great extent. However, the shock of its force, striking the vessel, was deafening.

11. The decks had become so sleeted over with ice and snow that it was not only difficult but dangerous to pass from one part of the ship to the other, particularly on the deck house.

12. About 10.30, during the night of the gale, a sea came over the starboard bow and lifted the anchor inboard, but did no damage. A little later an unusually big sea struck the whaleboat, which was hanging at its davits, and the force of the blow drove the boat aft, parting the forward davit chain guy, permitting this boat to swing aft and smash in the bow of the surfboat, carrying away its davit guy. It was entirely impossible to maneuver the vessel in any way to prevent these boats from smashing themselves to pieces as they slatted to and fro against the davits, and it became necessary to cut both boats away to prevent them from doing damage to the ship. This was done. During the remainder of the night the vessel continued to roll and plunge, but nothing unusual occurred.

13. At 9 the following morning the sea and winds had abated sufficiently to enable us to resume our search for the barge, which was reported by the master to be drifting at the rate of 6 miles per hour to the southeastward. The search back and forth was continued until the *Daylite* was finally located, about 6 p. m.

14. The sea was still heavy, and the barge was rolling so deeply and drifting so rapidly that it was decided to defer operations until the following morning. At daylight the 7th instant, steamed up to the barge and fired a line over her from the 6-pounder gun, but the master took the shot line to the steam winch, and hove in on it so rapidly that it parted before he could get the hawser aboard, and the vessel drifted rapidly away.

15. Got up new 4-inch running line and bent one end of it to the shot line and the other end to the hawser. Again steamed down to the barge, keeping the *Gresham* head on, so that we could keep up with the barge while she drifted. The master was directed to haul in the shot line by hand, and then to take the 4-inch running line, when he came to it, to the steam winch. The second shot was then fired, and the hawser was successfully sent on board the barge and made fast to her cable.

16. About 10.30 a. m. steamed to the westward for Boston, but it soon became apparent that our 8-inch hawser was far too small to enable us to tow the *Daylite* at any rate of speed in smooth weather, or even to hold her in case it came on to blow. Inasmuch as Boston was some 300 miles away, it was deemed inadvisable to make the attempt, and the course was therefore changed for Shelburne Harbor, 100 miles distant, where we arrived at 7.30 a. m.

17. The steel barge *Daylite*, valued at \$250,000, is a new vessel, 300 feet long, 40 feet beam. When picked up she was short of coal, water, and provisions, and would have soon been in a critical condition if she had not been taken to port.

18. We expended two shot lines and two line-carrying projectiles, owing to the cutting of the shot lines on the bulwarks of the steel barge, after the projectile had passed over her. Requisition will be made for new ones at once. Requisition will also be made for two boats to replace the ones lost.

19. After going on board the *Daylite* and ascertaining that there was nothing further that we could do for her, the *Gresham* sailed for Boston, where she arrived in the afternoon of this date.

Respectfully,

B. H. CAMDEN,
Commanding.

TO COMMANDING OFFICER, EASTERN DIVISION,
Boston, Mass.

REPORT OF CRUISE TO RENDER MEDICAL AND SURGICAL AID TO CREWS
OF DEEP-SEA FISHING VESSELS IN ALASKAN WATERS.

COAST GUARD CUTTER "UNALGA,"
Seattle, Wash., March 16, 1917.

SIR: 1. In compliance with your orders of December 18, 1916, directing this command to proceed on a cruise for the purpose of rendering medical and surgical aid to the crews of American fishing vessels in Alaskan waters, the following report is submitted:

2. The *Unalga* sailed from Seattle at 10.40 a. m. January 4, 1917, stopped at Union Bay, British Columbia, for coal, and proceeded north through the Inside Passage to Ketchikan. Notified the collector of customs:

That the *Unalga* is on a cruise through southeastern Alaska and the Gulf of Alaska for the purpose of performing medical and surgical aid to the crews of American fishing vessels, and the cutter will cruise from Sitka to Cape St. Elias and Middleton Island, and over to the Portlock Fishing Banks, making her working headquarters at Yakutat. It is desired that all fishermen may be informed of the above arrangement and advised that medical aid may be obtained on board the *Unalga* in Yakutat when the vessel is not cruising over the fishing banks, and in case aid is required while the fisherman is under way or fishing on the banks and the *Unalga* is in sight, the fisherman should display the international signal "W. O." (surgeon wanted).

3. Left Ketchikan and proceeded north to Tongass Narrows. Stopped at Wrangell and boarded fleet of 57 vessels, mostly fishermen, reporting one vessel for violation of sections 4336 and 4178, Revised Statutes.

4. Left Wrangell on January 18 and anchored at Petersburg on the morning of the 19th, where a fleet of 99 vessels was boarded. Reported three vessels for violation of law, and gave medical aid to one member of the crew of fishing vessel *Dakota*. Left Petersburg in the afternoon and arrived at Juneau the following day. Boarded fleet of 35 vessels, and on the 23d left Juneau and proceeded to Sitka by way of Peril Strait and Sergius Narrows, arriving on January 26. Coaled ship and made certain repairs to machinery. Sent ship's surgeon on shore to confer with medical authorities in Sitka relative to epidemic of measles. Ascertained that there are 70 cases of measles among the natives, 40 cases at the mission school, and 12 among the people of Sitka, a total of 122 cases. There had been two deaths among the natives. The local physician stated the situation was well under control, and that no assistance from the cutter was needed, but that there is reported to be an epidemic of measles at

Yakutat. Surgeon rendered medical assistance to two persons at the naval radio station. Snowing throughout the day.

5. January 27, 1917. Continued coaling until noon, when work was suspended on account of northerly gale with very cold weather, temperature 7° above zero, wind increased, with falling temperature. In the afternoon water tube of hygrometer burst, and whistle pipe froze and burst, notwithstanding the fact that all drains were open and steam shut off. At 8.45 p. m. wind increased to force of hurricane, in squalls; got out extra lines to secure the ship. January 28, wind blowing with force of hurricane, in squalls, temperature throughout the day ranging from zero to 5° above. Fresh-water pipes in galley and cabin pantry froze and burst. January 29, weather having moderated, resumed coaling ship. Boarded fleet of 33 vessels, mostly fishermen. Surgeon rendered medical aid to one member of the crew of fishing schooner *Daisy*. January 30, steamed out of Sitka harbor, stood various courses through Olga Straits, Neva Straits, Whitestone Narrows, and out through Salisbury Sound, and shaped course for Ocean Cape. Toward evening the wind increased to moderate northeast gale with low temperature, all spray and water coming on board freezing; rigged life lines fore and aft, and secured everything about decks. At 9 p. m. wind increased to storm, in squalls, with rough sea, and ship beginning to ice up. At 2.35 a. m. of the 31st wind increased to whole gale, sea rough, and vessel icing up rapidly; brought ship to the wind and slowed to steerage way; thick blinding snow until 4 a. m., with low temperature. Third Lieut. G. W. MacLane had toes of both feet frostbitten. At 4 a. m. stopped snowing, and a peculiar atmospheric condition set in; the temperature fell until it reached 1° below zero, and the vapor rising from the water partly congealed, so that it was impossible to see more than two ship's lengths, which condition prevailed until the morning of February 1. At 8 a. m. January 31, vessel heavily iced up, wind blowing a hurricane from the northeast, with very rough sea, ship rolling and pitching deeply, and weight of ice increasing rapidly; increased speed to 75 revolutions and hauled up northwest by west to try to get under lee of the land. One wire of radio aerial parted from weight of ice. At 8.45 a. m. sounded in 32 fathoms, slowed to 55 revolutions; at 9.10 a. m. sounded in 13 fathoms; at 9.25 a. m. sounded in 18 fathoms; at 9.45 a. m. stopped and drifted to the southward and westward; sea somewhat smoother on account of being near the land; at 10 a. m. sounded in 47 fathoms. Quartermaster N. Evanger relieved from duty because of frozen face and hands while taking sounding. At 2.45 p. m. radio aerial carried away on account of heavy ice. At 3.10 p. m. the ship rolled deeply to starboard and a heavy sea struck the starboard whaleboat *No. 1104*, carrying away the gripes and smashing the boat against the davits; the full extent of damage could not be ascertained at this time, for the reason that the boats and falls from the rail to davit heads were one solid mass of ice; at this time the ship had begun to list heavily to starboard from the great weight of ice. At 3.15 p. m. began using storm oil through closets on both sides of vessel. At 3.30 p. m. Seaman N. C. Ronberg froze his nose, and was placed under care of ship's surgeon; Third Lieut. G. W. MacLane had toes of both feet frostbitten again. At 4.30 p. m. sounded in 52 fathoms; vessel hove to and drifting to leeward; very rough sea; using storm oil. At this time the ship was badly listed, 20° to starboard, which was the weather side, against

the wind and sea, by the weight of ice. Coal had been used and taken from the starboard bunkers for the past 24 hours to try to counteract the constantly increasing list. A northeast storm prevailed, with the wind blowing at hurricane force in squalls, with thick weather and very heavy sea. There were two courses to pursue, first, to cut away all boats and the power launch from the starboard side, put the ship on the port tack, and run to the southward for warm weather to free the ship of ice; second, to let the ship drift to leeward, with engines stopped, until the wind and sea moderated, so that Yakutat could be reached, keeping her on the starboard tack, so that the wind and sea would help to keep her upright, as the vessel rode easier and made better weather in this position than in any other, and the oil prevented heavy water from breaking on board. I decided to keep her on the starboard tack until it moderated enough to steam for Yakutat; the temperature at this time was from 1° to 3° above zero. Boatswain S. B. Johnson had his chin frozen; Seaman P. Bugaras, ears frozen; Seaman A. G. Domnick, nose frozen; Ordinary Seaman P. J. Sarsfield, neck frozen; Signal Quartermaster P. G. Vomberg, nose and cheeks frozen; all of these men were given prompt treatment, and recovered without serious effect; the utmost precautions were taken not to expose the men to the extreme cold and cutting effect of the wind; they were kept below decks at all times except when the safety of the ship demanded their presence on deck.

6. February 1, at 4 a. m., wind began to moderate, at 5 a. m. sea began to take off and wind fell to moderate gale, went ahead at 75 revolutions and hauled up for Ocean Cape. At 7 a. m. sounded in 75 fathoms. At 8.25 a. m. temperature rose to 9° above zero and weather began to clear, hauled up to north. At 11.45 a. m. made Ocean Cape and hauled up for entrance to Yakutat Bay. Men employed in chopping and clearing ice from windlass, anchors, and chains. At 1.20 p. m. came to anchor in Yakutat Harbor, Alaska. Vessel very heavily iced, listed 20° to starboard, draft forward 17 feet, 3 feet below her deepest draft; the draft aft could not be ascertained on account of ice on stern and under counters. All boats and falls, particularly on the starboard side, were a solid mass of ice from the deck to davit heads, so that they could not be used; estimated weight of ice on the ship from 150 to 175 tons. Men had done their utmost to keep the ship clear of ice during the past two days, but owing to the extreme cold and the cutting effects of the wind, and not being provided with fur or heavy clothing, they could be exposed only for a few minutes without being frostbitten, and the ice accumulated much faster than they could chop it clear of the ship. All hands were now put to work with axes, mauls, shovels, and hot-water hose, cut away parted and tangled wires of radioaerial and hoisted aerial aloft with three wires of upper span intact and one leading-in wire, succeeded in raising the Sitka radio station. Got the ship on an even keel and succeeded in clearing one boat for use. Electrician Third-class H. Crook had fingers of both hands frozen, and Seaman A. Warttinen had left ear frozen. The sag in after deck, previously reported to headquarters by letter and mentioned in last hull board report, has increased $\frac{3}{4}$ of an inch, presumably as a result of severe strain during recent gale. February 2, at anchor in Yakutat Harbor. All hands employed in clearing decks and boats of ice; temperature from 10° to 7° above zero. Boarded fleet of four vessels in the harbor. Masters of vessels reported that

there were no fishing vessels outside or on the banks and that they would not leave until good weather prevailed. The master of the British steamer *G. E. Foster* stated he had lost all of his boats and would remain in Yakutat and wait for favorable weather to return to Prince Rupert, British Columbia. Sent surgeon on shore to inspect the village and render medical aid if required. February 3, all hands employed in clearing ship of ice; temperature from 9° to 27° above zero. Surgeon rendered medical aid to three members of crew of British fishing steamer *G. E. Foster*, and three natives in Yakutat. Convened board of investigation to report damage done to vessel during recent gale. February 4, at anchor in Yakutat, strong northeast gale outside. February 5, surgeon rendered medical aid to one fisherman, fresh easterly gale with thick weather, all fishing vessels at anchor in Yakutat, for harbor, remained at Yakutat until the 10th, on account of thick unsettled weather and for the reason that there were no fishing vessels outside. February 6, the commanding officer visited Yakutat and conferred with the local school-teacher and missionary, and several of the leading citizens of Yakutat, regarding alleged illicit traffic in liquor from fishing vessels; made careful inquiry but could find no evidence of same. February 8, surgeon examined all school children, both native and white, in the village, and gave medical and sanitary advice, to school-teacher and missionary. Rendered medical aid to two natives. February 9, at 10.35 a. m., got underway and steamed in to cannery wharf, where made fast at 11 a. m. for purpose of receiving supplies which had been brought up on steamer *Admiral Watson*, led hose to creek, about one hundred yards above head of wharf, and began pumping fresh water on board. February 10, at 1 p. m. finished filling all tanks with fresh water; no charge for same. At 1.35 p. m. cast off from wharf and steamed out of Yakutat for cruise over fishing banks. At 2.42 p. m. set course for Cape St. Elias, along the outer edge of the 100-fathom curve. February 11, at 6.15 a. m., off Cape St. Elias, changed course for Middleton Island, keeping sharp lookout for fishing vessels. At 10 a. m. hauled in to northward and westward; no vessels in sight. At 11 a. m. wind increased to strong gale from east northeast, sea making up rapidly and barometer falling. No fishing vessels in sight; hauled up for Wingham Island to see if any fishing vessels were there, as that place is used as a harbor of refuge by fishermen. At 3 p. m. came to anchor under the lee of Wingham Island for harbor, no fishing vessels having been sighted since leaving Yakutat. Set officers watch and held steam at the throttle. At 10.30 p. m. wind increased to hurricane with thick weather, snow and hail; steamed ahead to relieve strain on cable, hove in to 70 fathoms on starboard chain, sheered vessel to port to give spread to chains, let go port anchor, veered to 105 fathoms on starboard chain and 50 fathoms on port chain. February 12, remained at anchor at Wingham Island on account of continued hurricane and unsettled weather. February 13, at 9.05 a. m., wind moderating, got underway and steamed to north end of Wingham Island, but finding the anchorage there very poor with strong current setting out of Controller Bay, turned and steamed back to former anchorage, under lee of the center of Wingham Island, where came to at 10 a. m. for harbor. At 3.30 p. m. wind again increased to storm with violent squalls and thick weather, falling barometer; let go port anchor, veered to

108 fathoms on starboard and 45 fathoms on port chain, set officers watch, and held steam at the throttle. February 14, at anchor under lee of Wingham Island, Alaska, on account of east northeast gale, with violent squalls, weather overcast, thick and snowing.

7. February 15: At midnight wind shifted to SW., with thick snow, hove up port anchor and into 75 fathoms on starboard chain. At 1 a. m. wind increased to moderate gale, on shore, got underway and stood for fishing banks off Middleton Island; at 1.35 a. m. reduced speed on account of fresh southwest gale and heavy sea, vessel rolling and pitching deeply and shipping considerable water. At 9 a. m. off Middleton Island, no vessels in sight, blowing fresh southwest gale with sea too heavy to proceed against it, to the southward and westward, swung off for fishing banks to southward of Cape St. Elias, vessel rolling heavily, with sea too rough to lower a boat or board vessels. At 3 p. m. stopped and spoke American fishing vessel *Knickerbocker*, of Portland, Me., all well on board and required no assistance, sea too rough for boarding, gave master the course and distance to Cape St. Elias. At 5 p. m. stopped and spoke American fishing vessel *Scandia*, of Seattle, Wash., all well on board and no assistance required, sea too rough for boarding; gave master the course and distance to Cape St. Elias and informed him that the *Unalga* was bound for Yakutat in case assistance was needed later on. February 16: At 7.45 a. m. sighted Ocean Cape and hauled up for Yakutat, where came to anchor at 9.25 a. m.

8. February 20: At 9 a. m. got underway and steamed various courses into Monti Bay to swing ship for deviation of standard and steering compasses. At 4.35 p. m. came to anchor off Yakutat, Alaska. February 21 received letter from the collector of customs at Juneau, Alaska, under date of February 17, 1917, stating that Messrs. J. G. Johnston and Jerry McGraw, prospectors and miners, left Juneau in August, 1916, for the Icy Bay district, to be gone not over six weeks, that no word had been received from them, and requested that this command make investigation regarding their extended absence.

9. A careful inquiry at Yakutat, developed the fact that these men left Yakutat in a dory, for Icy Bay, on August 28, 1916. They had been sent from Ketchikan, Alaska, by the New England Fish Co., for the purpose of locating a cold-storage site at Icy Bay; the halibut fishing schooner *Zela May* put into Icy Bay on November 1, 1916, and communicated with these men, but they did not desire to come out at that time, so extra provisions were left with them. The halibut fishing schooner *Knickerbocker*, belonging to the New England Fish Co., was ordered to proceed to Icy Bay about December 20, 1916, and bring these men out, but failed to go, and as no further information concerning the fate of these men could be obtained at Yakutat, it was decided to proceed at once to Icy Bay.

10. At 6.05 a. m., February 22, 1917, got underway and set course for Cape Mamby, on the west side of Yakutat Bay, steamed to the westward close in along the beach, keeping a sharp lookout for boats or signs of life. At noon, steamed into Icy Bay, slow speed, sounding constantly, crossed the bar about 3 miles outside of the bay, in 5 fathoms of water, and gradually deepened to 30 fathoms, no bottom; stationed an officer at the masthead and one on top of the wheelhouse, with glasses, to keep a sharp lookout for signs of life or habitation on both sides of the bay; the west side of the bay was filled with heavy,

broken ice for some distance from the shore line, but the east side was open and free from ice. At 12.45 p. m. stopped at the head of the bay and sounded in 18 fathoms of water; at 12.55 p. m. steamed ahead slowly around the head of the bay, keeping a sharp lookout for signs of life or indications of people on shore, but could see nothing that would indicate that there were people in that vicinity. At 1.17 p. m. steamed out of Icy Bay and set course for Cape Yakataga, to make inquiry there, as it was thought that these men may have left Icy Bay and taken the trail (which is only about 40 miles) to Yakataga, steamed close in along the beach, keeping a sharp lookout.

11. At 3.35 p. m. observed a house on the beach and steamed close in, but could discover no signs of life, at 3.56 p. m. proceeded, at 4.50 p. m. sighted a house close to the beach, steamed in slowly, and at 5 p. m. observed two men near the house, stopped and sent surfboat ashore to investigate. Boat returned and reported that these men (Charles Witsell and Jack Doyle) had seen Messrs. Johnston and McGraw at Icy Bay, on September 1, 1916, since which time nothing had been heard from them. At 5.30 p. m. steamed ahead for a flag which was seen on a point off Cape Yakataga, at 5.50 p. m. stopped and sent surfboat to make investigation; surfboat returned and brought on board Mr. and Mrs. Frederick Kelly, of Medford, Oreg., and Mr. Elias Storheim, of Juneau, Alaska; these people requested transportation to some point where they could get a steamer for the south; the last boat which had stopped at Cape Yakataga was in July, 1916, and they did not know when another boat would arrive there; the people at Cape Yakataga were short of provisions and not able to supply them with food; as there was no other means of transportation, and to relieve the people of Cape Yakataga, they were given passage to Yakutat, at no expense to the Government, as they were able to pay for their subsistence.

12. Mr. Kelly stated that he, in company with George Felton, Niel Jilson, and Charles Witsell visited Icy Bay, from Yakataga, on September 1, 1916, and saw Messrs. Johnston and McGraw, and helped them build their camp in the northwest corner of Icy Bay; the two men had just arrived at Icy Bay, from Yakutat, in a dory, and stated that they were going to prospect for gold, and expected a fishing vessel to pick them up in about six weeks; they were advised, in case the fishing vessel did not come for them, to walk to Yakataga, and were shown the trail, which is a good one, and only about 40 miles; they were particularly cautioned not to attempt to leave Icy Bay in their dory, as it was very dangerous; since this date nothing has been seen or heard from these men. On January 15, 1917, George Felton and Charles Witsell visited Icy Bay, from Yakataga, and went to the camp site of Messrs. Johnston and McGraw, which had apparently been deserted for over a month; the dory, camp outfits and everything was gone; they remained in the vicinity of the camp for 10 days, but no trace of Johnston or McGraw could be found. It is, therefore, presumed that these men started for Yakutat in their dory and were overtaken by severe weather and lost at sea, or they may have succeeded in landing on the beach, between Icy Bay and Point Manby, in which case they must have perished, as the weather has been unusually severe and there is very little shelter and no subsistence on this stretch of coast; the East and West Yahtse Rivers, the Yana River and all the streams emptying into the Pacific, between Icy Bay and Point Manby, are glacier

rivers, full of quicksand and it is very dangerous and practically impossible to cross them, except in certain places and then only by people well acquainted with the conditions.

13. At 7.05 p. m. hoisted boat, steamed ahead, offshore, and set course for fishing banks off Cape St. Elias; at 11.19 p. m., outside of the 100-fathom curve, no fishing vessels in sight, hauled to the northward and eastward to pass over the fishing banks to the eastward and about 50 miles offshore, there being no vessels engaged in fishing to the westward of Cape St. Elias, off Middleton Island, or on the Portlock banks, at this season of the year. At 7 a. m. of the 23d spoke fishing steamer *Chicago*, no assistance required, at 9.30 a. m. hauled up for Ocean Cape, at 3.15 p. m. passed Ocean Cape and hauled in for Yakutat, where came to anchor at 3.40 p. m.

14. Employed from February 24 to March 3 in cleaning forward boiler and boating fresh water. February 26, Mr. and Mrs. F. W. Kelly, of Medford, Oreg., and Mr. Elias Storheim, of Juneau, Alaska, left the vessel, to take passage on steamer *Admiral Farragut*, they having been allowed to remain on board until the arrival of that steamer. February 28, First Lieutenant of Engineers T. G. Lewton returned to duty, having been sick and off duty from January 13 to February 27, both inclusive; he had been incapacitated by a sensitiveness of the skin, resulting from a dermatitis vinenata, which prevented him from using his hands or wearing a cap. March 2: Boarded American gas schooner *Willard B.*, of San Francisco, Larsen, Seattle to Kenai, ballast. March 5, at 8.20 a. m., steamed out of Yakutat and set course for Cape St. Elias, along the outer edge of the 100-fathom curve; kept sharp lookout for fishermen, but sighted none; moderate ENE. breeze, overcast and snowing, with intervals of partly clear weather. At 9 p. m. wind increased to moderate gale, with sea making up rapidly. At 10.20 p. m. received radio code message S. R. S. No. 8 from division commander, the first part of which could not be deciphered; requested that the message be repeated, and changed course to ENE. March 6, at 12.45 a. m., wind increased to strong ENE. gale with rough sea, propeller racing with undue strain on machinery, slowed to steerage-way. At 4 a. m. hauled up to try to get under lee of land on account of heavy sea; at 2 p. m. sea moderated on account of being under lee of high land, set course for Ocean Cape. At 8.40 p. m. hauled in for Yakutat, Alaska, where came to anchor at 9.50 p. m. for harbor, on account of ENE. gale with heavy head sea and thick weather. At 11.10 p. m. received radio code message S. R. S. No. 11, directing vessel return to Seattle.

15. March 8, at 8.40 a. m., left Yakutat and set course for entrance to Salisbury Sound. March 9, at 2.35 a. m., stopped and sent surfboat to steamer *Admiral Evans* for mail. At 9.30 a. m. entered Salisbury Sound and steamed various courses through Neva and Olga Straits into Sitka Sound. At 12.20 p. m. arrived at Sitka for coal and water. Boarded fleet of 26 vessels, mostly fishermen. Charles Barrett, sergeant, first class, Signal Corps, United States Army, and F. H. Gormley, electrician, first class, United States naval radio station, came on board and were given transportation to Seattle, Wash., at their own expense, as there was no other available direct means of transportation. Barrett was departing on leave of absence, and Gormley on transfer to United States naval radio station at San Diego, Cal. These men were quartered in the steerage, without

expense to the Government. March 10, cast off from the wharf and steamed out of Sitka Harbor, through Eastern Channel. At 12.50 p. m. set course SE. $\frac{1}{2}$ E. down the coast for Cape St. James. At 5.15 p. m. discovered that the casing of the after boiler had become hot and was bulging at a point on the starboard side opposite the lower row of tubes; cut in forward boiler and cut out after boiler. March 11, blowing strong SE. gale with very heavy sea, vessel pitching and rolling deeply. At 6.30 p. m. slowed to 70 revolutions, steaming close under the lee of Queen Charlotte Islands. March 12, at 1.03 p. m., Cape St. James Lighthouse abeam, distant 2.6 miles, set course for entrance to Goletas Channel. March 13, at 6.25 a. m., passed Mexicana Point and entered Goletas Channel, steamed various courses through inside passage, and at 7.10 p. m. came to anchor in Elk Bay, British Columbia, to await slack water on the morning of the 14th for passage through Seymour Narrows.

16. March 14, at 6 a. m., got under way and proceeded down Discovery Passage. At 7.35 steamed through Seymour Narrows, one-half hour before slack water. At 8.38 a. m. passed Cape Mudge; 10.58, Cape Lazo abeam, steamed various courses for English Bay, British Columbia, where came to anchor at 6.20 p. m. March 15, at 6 a. m., steamed out of English Bay and proceeded to the southward, arriving at Seattle, Wash., at 9.45 a. m., March 16.

17. A report covering all cases of medical relief during the cruise is herewith submitted.

18. Tabulated statement:

Hours at anchor.....	1, 229. 15
Hours underway.....	470. 15
Miles steamed.....	3, 433. 5
Vessels boarded.....	342
Vessels spoken at sea, too rough to board.....	3
Vessels reported.....	4
Number of cases of medical assistance rendered.....	19

Respectfully,

F. G. DODGE,
Commanding.

To COMMANDING OFFICER, NORTHERN DIVISION,
Seattle, Wash.

SURGEON'S REPORT, CRUISE OF THE "UNALGA."

SEATTLE, WASH., March 16, 1917.

SIR: 1. I have the honor to submit the following report of medical treatment to natives and white people of Alaska and to crews of fishing vessels engaged in deep-sea fishing in Alaskan waters. The cruise began January 4, 1917, and upon February 1 the *Unalga* reached Yakutat, which was designated as working headquarters. From this point several short cruises were made over the halibut fishing banks.

Medical and surgical aid to fishermen.—2. A tabulated statement as to medical services rendered to fishermen is appended hereto. It will be seen that three Americans connected with the fishing industry received medical aid, but that all of these were wintering in the ports of Petersburg, Sitka, and Yakutat. Aid was also rendered to three members of the crew of the English fishing vessel *G. E. Foster*, two of whom were suffering from frost-bitten fingers and the third from

chronic simple glaucoma. No aid was rendered to the crews of American fishing vessels engaged in deep-sea fishing because, of the three such vessels hailed during the cruise, all reported that no medical assistance was needed. Presumably because of the inclement weather and frequent dangerous storms, prevalent at this season, the fishing banks were practically deserted during the period covered by our cruise.

Services rendered to native population.—3. En route for Yakutat, we reached Sitka upon January 26, and remained there until the morning of January 30. Here we found an epidemic of measles, apparently at its acme. Dr. Johnston, the health officer, and the only physician in the village, reported that the epidemic had originated in the native village, whence it had spread to the mission school, and had lately appeared among the children of the white population. The case incidence and distribution to that date had been as follows: Seventy cases in the native village, 40 cases in the Sheldon Jackson Memorial School, 12 cases among the white population. One death from measles had occurred.

4. With Dr. Johnston, I inspected and improvised isolation wards of the mission school. Adequate measures had been taken to prevent the spread of the disease and within the preceding five days no new cases had developed. The native village presented the conditions common to such communities. The inhabitants were huddled together in indescribable squalor, under conditions ideal to promote the spread of the disease and increase the mortality, especially from pulmonary complications. An attempt to comply with the quarantine regulations of Alaska was being made, the following measures having been adopted:

(a) The employment of a native chief as special policeman to report new cases and enforce quarantine regulations.

(b) Placarding all houses where the disease existed and warning the nonimmune inmates to avoid contact with the infected ones and to remain within doors.

(c) Closure of the school and Sunday school.

(d) Disinfection of the houses at the termination of the quarantine period.

5. It was evident to me that, lacking the moral support of the native community and in the face of existing housing and living conditions, little could be hoped for from such measures, and that it was not to be expected that the epidemic would terminate before the practical exhaustion of susceptible material among the natives. At my suggestion, in order to limit the spread of the disease among the white population, Dr. Johnston, who is also mayor, said that he would close the moving-picture theater to all minors during the continuance of the epidemic. During the three days of our stay at Sitka 12 new cases and 1 death were reported. Several cases were seen in consultation, and such aid as could be given to the local physician was rendered. But, since it was reported that a similar epidemic was in progress at Yakutat, it was not thought wise to delay the sailing of the *Unalga*.

6. At Yakutat it was found that the epidemic had run its course and had ceased, evidently because no more susceptible material remained, all but a few of the oldest inhabitants having had the disease. In a population of 145 there had been 128 cases of measles. Four infants had died as a direct result of the disease, and of the seven



AID TO FISHERMEN.

The "Unalga" in the Gulf of Alaska in winter.

deaths reported by the missionary as due to "lung trouble" he considered that measles had been a contributory factor in three cases.

7. From the records of the missionary the following facts were secured: The native population of Yakutat upon November 1, 1915, was 145, of whom 85 were over 21 years of age, the sexes being about equally divided. During the year that followed there were two marriages and 16 births, of which 3 were stillbirths. Against the birth of 13 live infants there were 22 deaths from the following causes:

Drowning.....	5
Murder.....	1
Suicide.....	1
Lung trouble.....	7
Measles.....	4
Not specified ¹	3

The death rate was, no doubt, abnormally high during the year, because of the epidemic of measles and of the relatively large number of deaths not due to disease, yet it is evident that the native population is rapidly dying out. It was reported that 30 years ago this same village had a population of about 400 souls. In an effort to determine the cause of this remarkable decadence an informal sanitary survey of the village was made, and as many of the natives as practicable, including all of the pupils of the mission school, were subjected to a cursory physical examination. The findings, in brief, were as follows:

8. *Living conditions*.—None of the natives seem to be suffering from lack of food, and all are well clothed. Houses are reasonably well built, and, considering the character of the population, are not especially filthy or overcrowded. Ventilation is avoided as far as possible.

9. *Water supply*.—Water is obtained by catching rain or from the creeks which run down through the village from the uninhabited hills. Typhoid fever is unknown, and it is probable that there is little, if any, water-borne disease.

10. *Waste disposal*.—The system of waste disposal is primitive, every man's garbage being dumped at his door. No privies were seen, and night-soiling was much in evidence.

11. *Causes of death*.—Tuberculosis is the most important cause of post natal death. The chronic pulmonary affection is most common. No tuberculous adenitis nor joint involvement was seen or heard of, but two cases of Pott's disease were seen.

12. *Syphilis*.—The population is evidently thoroughly syphilized, but the general infection is not recent. It is impossible to say how often this malady is the cause of death, since it has not been recognized by the missionary. It seems fair to assume that it is largely responsible for the prenatal mortality.

13. *Trachoma*.—No cases were seen.

14. Several cases of interstitial keratitis and affections of the uveal tract, probably syphilitic, were seen, also one case of malformation of the permanent teeth, approaching the Hutchinson type, and a case of infantile debility, associated with the snuffles. There was also a case of syphilitic ulceration of the lips—tubercular syphilide. It struck me that while specific infection is general, a considerable degree

¹ Died away from the village, no record of cause.

of immunity now exists, probably because the original invasion occurred some generations back. I could learn of no cases of syphilitic involvement of the arteries or of the nervous system.

15. It was planned to ameliorate conditions as far as possible, with the cooperation of the missionary. He was advised, in a general way, about the detection of the commoner diseases, and methods were suggested to prevent their spread, particularly that of tuberculosis. He was instructed as to the use of drugs in his medicine chest and a moderate supply of some of the most useful drugs, which he did not possess, was furnished to him. He was given a supply of one per cent solution of silver nitrate and instructed in the technique of the Crede prophylactic instillation. As mentioned previously, the school was inspected and each pupil was given a physical examination. The abnormalities were pointed out to him and he was advised as to their treatment. Four cases of adenoid hypertrophy were found and it was planned to correct the condition by operation, but this was prevented, because the missionary was summoned to Juneau and had not returned when the *Unalga* was ordered back to Seattle.

16. *Recommending the preparation of a medical handbook for missionaries.*—I believe that much good could be done by the preparation of a small handbook for the use of missionaries and other laymen in Alaskan communities where there are no doctors. Such a book should contain a brief outline of the essentials of hygiene and sanitation, should give instruction as to the use of the clinical thermometer, and should describe the cardinal findings of diagnostic importance in the common ailments, especially syphilis and tuberculosis. Finally, it should contain a list of the medicines with which the medicine chest should be supplied and should outline the dosage and indications for their use. A few suggestions as to the treatment of the injured would be of value also. I understand that there are a number of villages in Alaska supplied with missionaries who, while well grounded in theology, have been left in darkness as to the means of ministering to the physical needs of their parishioners, and, no doubt, many of them would profit by such a handbook if written in a style sufficiently simple and intelligible.

17. A tabulated list of outpatient services rendered to natives and whites not connected with the fishing industry is appended.

18. *Improvements in medical equipment on board the "Unalga."*—Upon requisition a Rochester steam sterilizer and a light operating table, capable of being folded in to a small space, were secured. A steam coil was installed within the basin of the sterilizer and afforded a highly efficient means of heating. A complete supply of surgical dressings, rubber gloves, surgeons' gowns, etc., was sterilized and stowed away against an emergency.

It is believed that with the addition of a supply of tetanus antitoxin and a few instruments for gynecological work, which I am adding to the requisition for supplies now being prepared, the *Unalga* will be equipped to render urgent surgical or medical aid to any case which is likely to develop in connection with the cruises in Alaskan waters.

Respectfully,

E. O. Woods,
Assistant surgeon.

To the COMMANDING OFFICER.

Medical Aid.¹

TO FISHERMEN WINTERING IN ALASKAN PORTS.

Place.	Date.	Name.	Sex.	Cardinal symptom.	Diagnosis.	Treatment.	Cost.
Petersburg.....	Jan. 19	John Wallin.....	M.	Paresthesia of face.....	Incipient tabes (?).....	Strych. gr. 1/30, tid. Advice.....	\$0.40
Sitka.....	Jan. 29	Jens Lee.....	M.	Occasional pain in hypogastrium after exertion.....	Intestinal adhesions.....	Bismuth subcarb. gr. 10 t. i. d.....	.50
Yakutat.....	Feb. 5	R. Fitzgibbon.....	M.	Papulopustular lesions on face.....	Infectious dermatitis.....	Sulphur ointment, 64 per cent.....	.10

TO BRITISH FISHERMEN.

Yakutat.....	Feb. 3	C. Schmidt.....	M.	Vesicles on wrist.....	Frostbite.....	Tt. benzoin co., bandaged.....	\$0.05
Do.....	do.	J. Byrns.....	M.	do.....	do.....	do.....	.05
Do.....	do.	F. Wick.....	M.	Blindness in left eye.....	Simple glaucoma.....	Advice.....	

TO NATIVES.

Yakutat.....	Feb. 3	Kaditoo (child).....	F.	Interstitial keratitis.....	Congenital syphilis.....	Instructed missionary as to treatment.....	
Do.....	do.	Mrs. T. Martin.....	F.	do.....	do.....	do.....	
Do.....	do.	Isaac.....	M.	Pain in side, cough, dyspnea.....	Pleurisy, tuberculosis.....	do.....	
Do.....	Feb. 8	Mrs. Y. George.....	F.	Inflamed spots in legs.....	Phlebitis.....	do.....	
Do.....	Feb. 4	A. Caldwell.....	M.	Toothache.....	Exposed dental pulp.....	Chloroform, dr. 2 for local use.....	\$0.05
Do.....	Feb. 8	Mrs. T. Martin.....	F.	Interstitial keratitis.....	Syphilis.....	Salvarsan, gm. 4 intramuscularly.....	4.50
Do.....	do.	Mrs. E. Dick.....	F.	Sore throat.....	Tonsillitis.....	Protargol, 30 per cent (swabbed).....	.05
Do.....	do.	Tom Watson (baby).....	M.	Ulcers of tongue.....	Congenital syphilis.....	Tt. benzoin co., dr. 2.....	.10
Do.....	Feb. 24	S. Hansen.....	M.	Interstitial keratitis.....	Syphilis.....	Ointment, yellow, oxide of Hg., 2 per cent.....	.10
Do.....	Feb. 25	do.....	M.	do.....	do.....	Salvarsan, 0.6 gm. intramuscularly.....	4.50
Do.....	Feb. 26	Dave.....	M.	Hemoptysis.....	Pulmonary tuberculosis.....	Opium and camphor pill, creosote, 1/4 oz.....	.50
Total value.....							8.80

TO WHITES NOT CONNECTED WITH THE FISHING INDUSTRY.

Yakutat.....	Feb. 27	A. E. Lucy (manager of cannery).....	M.	Gingival abscess.....	Pyorrhoæa alveolaris.....	Abcess incised. Advice.....	
Yakataga.....	Feb. 24	Mrs. F. Kelly.....	F.	Constipation.....	Cascarin co. pills.....		\$0.05

¹ Medical aid to members of crews of American fishing vessels at sea, none.

WINTER CRUISING REPORT.

COAST GUARD CUTTER "ACUSHNET,"

Woods Hole, Mass., April 1, 1917.

SIR: 1. In compliance with instructions contained in the winter cruising orders to this vessel the following detailed report is submitted, covering the work performed by the *Acushnet* from December 1, 1916, to March 31, 1917. In the following cases assistance was rendered or an earnest effort made to reach the reported position of distress in time to be of aid.

2. December 12, while crossing Buzzards Bay, received radiogram from the keeper of Coast Guard Station No. 54 that the box barge *St. Daniel* had drifted ashore on the rocks abreast the station and there was a good chance of salving her. Increased speed and arrived off the station about 1.30 p. m. that date, finding the barge as reported in the radiogram. A heavy surf had made up in the meantime and was breaking over and around the barge, and it was evident that nothing could be done from the offshore side under existing conditions. The keeper came off to the *Acushnet* with the information that the crew had abandoned the barge before she drifted ashore, and that at the time he sent his message there was no surf, and the barge was apparently resting easily against the rocks. With the making of the surf the barge had evidently pounded through some of her bottom planking and was now full of water and resting solidly, since she showed no movement in the heavy breakers. The barge was coal laden. The keeper was directed to keep the cutter advised if assistance could be rendered at any time, but no subsequent message was received.

3. December 22, at New Bedford, received telegraphic information that a schooner was ashore near the lighthouse at Tarpaulin Cove. The *Acushnet* had delayed sailing from New Bedford earlier that morning on account of thick and threatening weather, and although these were unimproved steam was ordered on receipt of the telegram and the *Acushnet* was under way shortly after 11 a. m. The run across Buzzards Bay was made through thick, blinding gusts of rain and hail, the wind from southeast, approaching gale force and increasing. At Quicks Hole passed the power lifeboat of Coast Guard Station No. 50, evidently bound on the same mission as ourselves, and keeping in the lee of the Elizabeth Islands for Robinsons Hole. The *Acushnet* passed through Quicks Hole and arrived off Tarpaulin Cove at 1.35 p. m., coming to anchor as close in to the vessel ashore as possible. This proved to be the barkentine *Mary Duff*, of St. Johns, New Brunswick. The tidal current in Vineyard Sound was at this time running strong to the west and directly across the direction in which the hawser had to be laid out. Running the hawser with the power of surfboats of the *Acushnet* was impossible, and it was decided to make the connection with the whip line of the beach apparatus and attempt to get the hawser over when the tide slackened; also the arrival of the power lifeboat was expected at any moment to help with this operation. The surfboat of the *Acushnet* ran the whip across with some difficulty, and the lifeboat having arrived, signal was made to her to take the end of the hawser. The tide was now slackening and turning rapidly eastward. The lifeboat started off easily with the hawser, but soon developed motor trouble and was swept

down to leeward by the wind, sea, and tide. The hawser was then hove back on board the *Acushnet* and the end passed into the station surfboat, and by running down the whip they were able to get the hawser fast to the barkentine after two hours of hard work.

The *Duff* at this time was lying starboard side to the beach with both anchors out ahead and the hawser passing in through her port bow chock. Two hawsers had been bent together in order to reach the stranded vessel, and the bend was now hove in beyond the bitts and the first hawser made fast for pulling. This work was accomplished during a lull in the storm, immediately following which the wind shifted suddenly from southeast to southwest, and commenced to blow with increased violence. When the wind shifted the barkentine, which had been pounding against the rocks, parted her anchor chains and swung around, bringing her port side to the beach, and as the strain came on the hawser she swung clear of the ledge of rocks to the eastward and came off. It was blowing a full southwest gale by this time and the *Acushnet* was dragging her anchor with 60 fathoms of chain, but there was ample room astern, and as soon as the hawser was properly fast steamed up to anchor and picked it up and straightened out with the tow.

This was about 4.30 p. m., and darkness had commenced to shut down. The lifeboat had some time since taken refuge inside Tarpaulin Cove, and the balance of the station crew were with the surfboat on the barkentine. The *Duff* being helpless after the loss of both her anchors, it became necessary for the *Acushnet* to take care of her during the night, and a start was accordingly made for Vineyard Haven as offering the best harbor against the weather at that time. Upon arrival at the Vineyard it was found filled to capacity with other vessels that had taken refuge from the storm, the entire lee under West Chop being occupied, and it was with great difficulty that the *Acushnet* with her tow picked out an anchorage. About 6.10 p. m. let go both anchors with 45 and 30 fathoms of chain, and after bringing up secured for the night.

At 9.30 p. m. the wind shifted somewhat north of west, blowing a whole gale, the weather clearing and becoming very cold, and the *Acushnet* commenced to drag. As the tow was already so close to the shoals off East Chop that it was impossible to veer, steamed to the anchors for the balance of the night to prevent both vessels from grounding. Several barges and a tug dragged across the harbor during the night, but luckily we were not fouled, and they were all able to bring up before going ashore on East Chop. This fact is mentioned to indicate the severity of the weather.

On the morning of the 23d, about daybreak, the tug *Mexpet*, of New York, arrived at Vineyard Haven to tow the *Duff* to her destination at New York, but the master of the *Duff* refused to go, claiming that his vessel was unseaworthy. As it was still blowing hard and the harbor was too congested to effect a transfer of the *Duff* to the *Mexpet*, the master of the tug was informed that as soon as it became light enough to see the *Acushnet* would stand over to Woods Hole and place the *Duff* alongside the wharf, and that he could then confer with her master at leisure. About 8 a. m. got under way and stood out, and at 10.30 a. m. anchored in Woods Hole and dropped the *Duff* in alongside the Fisheries pier without mishap. The *Mexpet* arrived shortly after, but the master of the *Duff* still refused the tow and

remained at the wharf for several days, an arrangement being finally made with the T. A. Scott Co. to take the vessel to New York. The keeper and six of the crew from station 50 reported to the *Acushnet* and were subsisted for the day, they having had little to eat during their enforced stay on the barkentine. The customhouse formalities in this case were taken care of through the *Acushnet*.

There is no doubt that this vessel and cargo were saved from complete loss and the crew from some hardship that must inevitably have followed, yet there was no word or sign of appreciation on the part of the master for the service rendered either by the cutter or the station crew.

4. December 26-28. At 2.20 a. m. on the morning of December 26 a radiogram from the Newport Naval Station reported an SOS call from the steamer *Maryland*, giving the position of the steamer in latitude 39° north, longitude 67° west, some 240 miles from the *Acushnet's* station at Woods Hole. The *Acushnet* was underway within an hour. Four men who were on liberty at the time were left behind, making a serious shortage in the crew already depleted on account of existing vacancies. Rough weather was experienced on the run out, and at daybreak on the 27th reached the reported position of the *Maryland*. As soon as it was light enough to see, wreckage was observed on all sides. This consisted principally of small pieces of planking, white painted on one side, evidently interior ceiling and outside planking of a deckhouse. There was nothing to positively identify this wreckage as coming from the *Maryland*, but from its position, and the fact that it appeared to have been in the water only a short time, it was felt with reasonable certainty that it was flotsam from the ill-fated steamer. It was logical to suppose that the crew had taken to the boats, and a search was started and continued throughout the day, covering the rectangle between latitudes 39° 00' and 39° 30' north and longitudes 66° 30' and 67° 20' west. Although a constant lookout was maintained the search was unsuccessful, nothing being sighted except the wreckage previously described.

It is possible that an explosion may have hastened the sinking of the *Maryland* and that her crew had no time to take to the boats, or the latter may have been destroyed by the explosion or dragged down by the rapidly sinking vessel. The fact that the *Gresham* possibly covered a larger area of search than the *Acushnet*, and that several steamers crossed the area of search on the 27th, and reported nothing; also from the further fact that the trans-Atlantic lanes to Philadelphia and Baltimore cross this vicinity, and nothing has since been reported in regard to the *Maryland*, her boats, or crew, lead to the conclusion that something in the nature of the above suppositions must have happened. The *Acushnet* returned to her station at 10 p. m. on the night of December 28.

5. January 12, while crossing Buzzards Bay on the way to New Bedford, observed the schooner *Gracie D. Chambers* at anchor near the entrance to New Bedford Harbor, flying a distress signal, and upon speaking her was informed that the schooner was leaking and wished to be taken into New Bedford. As the schooner was in an anchorage and in no immediate danger, the master was informed that a tug would be sent him, and this was done as soon as the *Acushnet* reached her wharf.

6. January 15, information having been received of an obstruction "schooner awash, dangerous to navigation, about 4 miles west of Point Judith Light," a search was made covering the vicinity between Point Judith and Block Island. Although conditions for search were excellent nothing was seen of the reported wreckage.

On the way into Narragansett Bay the tug *Sinclair*, with the sunken barge *Electra* in tow, was spoken, and at the request of the master of the tug, attempted to help him into Newport with the hulk. His tow lines, however, were too weak to hold the *Acushnet* and parted when we attempted to tow the tug and barge at slow speed. As the master of the *Sinclair* did not wish to turn the barge over to the *Acushnet*, we were unable to be of further assistance, and proceeded to Melville Station for coal, returning to Woods Hole the following day.

7. January 20-23. On each of these dates the *Acushnet* went to Cuttyhunk in an endeavor to assist the launch *Champion*, ashore on the west end of the island, but weather and surf conditions were unfavorable, and it was impossible to render aid.

8. January 30, about 8.40 a. m., received a radiogram by way of Newport, reporting a fishing schooner ashore 2 miles north of Coast Guard Station No. 61. The *Acushnet* left within an hour after receipt of the report, and at 2.30 p. m. the same afternoon anchored close in to the gasoline schooner *Earle and Nellie*, of New York, ashore on the sand beach on the east side of Block Island. The hawser was immediately sent out in the motor launch, but as soon as a considerable bight of the hawser had been paid out, the launch was unable to tow it, the hawser sinking and stopping the launch. Recourse was then had to a running line, the schooner's crew and the crew of Station No. 61 assisting in handling the lines. By the time the hawser had been made fast the tide had fallen, leaving the schooner almost dry on the beach. An attempt was made to haul her off but was unsuccessful, and the *Acushnet* anchored to await the next tide. At midnight commenced pulling with the rising tide and after 15 minutes work the schooner slid off the beach uninjured. The *Acushnet* then proceeded to New Bedford, arriving there at 7.10 a. m. on the morning of January 31.

9. January 31, at 9 a. m., received word that the steamer *Tampico* was ashore on Point Rip, Nantucket. Stores which had been ordered on the *Acushnet's* arrival in New Bedford were hurriedly gotten on board, liberty men recalled, and at 11 a. m. left New Bedford and proceeded to eastward through Vineyard and Nantucket Sounds, arriving at Great Point about 4 p. m. The *Tampico* was aground on the southeast side of Point Rip, well up in the small bight formed by the shoal. It seems that the *Tampico* had attempted to pass Great Point Light on the starboard hand while bound west, mistaking that light for Handkerchief Lightship, and had been prevented from grounding on the point only by the warning flare-up light of the Coast Guard patrol. She then threw her helm hard a port, but had been unable to escape the shoal. The *Acushnet* was worked around the Rip and close up in the bight of the shoal near the *Tampico*. The hawser was run with the *Acushnet's* surfboat, the crew of Coast Guard Station No. 45 assisting. After pulling for an hour and 20 minutes the 9-inch hawser parted near the middle, just after the time of high water. The *Tampico* swung through about four points but failed to

come off. It was now snowing heavily and as the weather report had predicted a northeast storm of marked intensity, due sometime during the night, the master of the *Tampico* was notified that the *Acushnet* would not stand-by in such an exposed and dangerous position, and an offer was extended to take off all hands. This offer the master declined. The *Acushnet* then took on board the crew of Station No. 45 and proceeded around Point Rip under the lee of Great Point to an anchorage, the station crew returning to their station. The predicted storm did not materialize, although it blew fresh from south-east to east with thick snow during the night.

The following morning preparations were made for returning to the stranded steamer, but a dense fog followed the snow at daylight and continued throughout the day: About 1 p. m., the fog thinning out somewhat, an effort was made to get in to the *Tampico*, but it shut in again almost immediately. About this time received a report from Siasconset that the *Tampico* had backed off at high water in the morning, but had grounded again, almost in the same place, in trying to feel her way out in the fog. Remained at anchor under Great Point for the balance of the day. On the morning of February 2, worked around Point Rip again to the position of the *Tampico*, and sent over a new 9-inch hawser with the surfboat. The *Tampico* was working her engines ahead and astern while the hawser was being run, and was apparently lifting with the rising tide. Just as the hawser was being hauled in over the bow the *Tampico* came off and stood out, casting off the *Acushnet's* lines as she passed our position. The Scott wrecking tug *Beckwith* arrived about this time, 7.30 a. m. After securing the hawser and running line, proceeded to Vineyard Haven and recovered from the *Tampico* the end of the hawser that had carried away on the evening of January 31.

10. February 3, at 2.45 p. m., received a telephone from New York, from the owner of the tug *Eugene Hughes*, that the tug had been compelled to abandon the barge *Rockland No. 7* near Handkerchief Lightship. The message stated that the tug was so heavily iced when the barge was abandoned that she was in danger of sinking, and had to cast the barge adrift to save herself; that the sea was too rough to take off the barge crew; and that the barge had anchored, and when last seen was apparently holding; also that the barge had a valuable cargo of marine boilers. At 3.30 p. m. the *Acushnet* left Woods Hole, the wind blowing a whole northwest gale and weather severely cold, and at 6 p. m., on reaching the Handkerchief, made out the lights of the barge, about 2 miles off toward Stone Horse Shoal.

Attempt was made to communicate by megaphone in order to learn conditions on board the barge, but in the howling wind this proved impossible. The sea was very rough and the tide running strong to the eastward, making close maneuvering hazardous. From the way the barge was pitching and snapping her anchor chains it seemed very doubtful that she would hold on much longer, and it was decided to attempt to establish connection with the line throwing gun. The *Acushnet* was worked up ahead of the barge and the anchor let go, and the vessel allowed to drop back slowly with the wind, sea, and tide, working the engines ahead to take the strain off the chains. After 95 fathoms had been veered the *Acushnet* was in

a favorable position ahead of the barge, yawing back and forth across her bow, and a line was shot through the rigging. Not knowing that the barge was provided with a hawser, a bottle containing instructions was bent into the shot line, and the breeches-buoy whip sent over, the instructions being that the hawser would follow the whip. This was done in order to save time and in the hope that the whip line would stand the strain of the hawser. As it happened, the easterly tide proved too strong, and the weight of the bight of the heavy hawser parted the whip just before the hawser reached the barge.

During this time all hands had suffered considerably from the cold and handling the icy lines, so a short rest was taken to allow the men to thaw out and remove frozen clothing before another attempt was made. At 9 p. m. the second shot was fired, the line catching in the mizzen rigging. This time a 4-inch running line was sent over on the whip and with this the hawser was gotten to the barge. About 10.30 p. m., all anchors being weighed, stood to westward through Nantucket Sound, with the *Rockland* in tow.

It was still blowing a whole northwest gale and bitterly cold. At daylight on the morning of February 4, arrived off Vineyard Haven, but that harbor was filled beyond the anchorage lines, and, not wishing to leave the barge in an exposed position outside, shortened in the hawser and made preparations for entering Woods Hole. The anchors and bows of the *Acushnet* were heavily iced, and over half an hour's time was required in clearing the anchors so that they could be let go. At 7.30 a. m. the *Acushnet* anchored in Great Harbor, and the *Rockland* came to nearby. In entering the harbor the barge was swept by the wind and tide against one of the dolphins facing the Fisheries Pier, and struck it a heavy glancing blow, pushing the dolphin over. No other damage resulted.

On February 5 Woods Hole was swept by a severe westerly gale, with thick snow and all the characteristics of a blizzard, and at its height the *Rockland* dragged until her stern rested on the ledge of rocks near the *Acushnet's* pier. A hawser was run to her with some difficulty, after firing two projectiles from the shoulder gun, both of which were swept down to leeward by the gale without reaching the barge, less than 100 feet distant, and the barge was hove in alongside the end of the service wharf and secured.

Telegrams were received during the day to the effect that the steamer *Serrell* had dragged on Great Point, Nantucket, and that the schooner *Wyman* had dragged on to the flats in Hyannis Harbor, both vessels being in the ice with crews safe.

11. February 6, proceeded to Great Point, Nantucket, and found the steamer *A. T. Serrell* fast in the ice pack inside the point, having lost both anchors in the storm of yesterday, and her machinery disabled. The steamer was not aground, and after working from 1 p. m. until 3.40 p. m. succeeded in cutting a channel through the ice to her. She was then towed to the Nantucket breakwater, whence she proceeded into the harbor under her own power.

12. February 7, having ascertained by telephone that the schooner *Chas. E. Wyman* was still aground in Hyannis Harbor, proceeded to that place, and at 2 p. m. anchored in the harbor near the schooner, which was ashore on the flats in the northeastern part of the harbor surrounded by heavy but broken ice. An attempt was immediately

made to float the schooner, but it was dead low water at this time and the effort was fruitless. Dropped anchor under foot and notified the schooner that another attempt to haul her off would be made at high water that night. At 11.40 p. m. weighed anchor and started pulling and the schooner came off without difficulty. Towed her clear of flats and let go anchor again for daylight, both vessels in the ice. The following morning at 5.30 a. m., upon request from the master of the *Wyman*, towed the schooner to a good offing several miles clear of the ice field, and signalled to cast off the towline. Instead of doing so the master of the *Wyman* insisted on being towed to Provincetown, and it was not until a boat had been cleared away for the purpose of enforcing the order that he made any move to comply with it. The day was clear with a moderate southwest wind, both tide and wind being fair for him to continue his voyage around Cape Cod. A special report was submitted covering this instance, and is referred to here.

13. February 13, on hearing the town fire whistle, sent a party ashore equipped to assist in extinguishing fire, but it proved to be of small extent and was under control and out before the arrival of the *Acushnet's* party or the town fire department.

14. February 15, ice having formed to considerable thickness in Great Harbor, Woods Hole, the *Acushnet* worked from 9.40 a. m. until noon, breaking up the ice around the service wharf. At the request of the superintendent, Bureau of Fisheries, at this place, also cleared the ice from the Fisheries piers.

15. February 24, at 12.50 p. m. observed the steamer *Gay Head*, which had just left the pier at Woods Hole, drifting in Vineyard Sound off the entrance of the harbor. The *Acushnet* stood out to her assistance immediately, but the *Gay Head* evidently overcame her engine trouble, because she got under way and proceeded toward Vineyard Haven just before the *Acushnet* reached her.

16. February 26, at 5.45 a. m., received radiogram from Newport, that two heavily laden barges, names unknown, had broken adrift from their tug, name also unknown, between Hen and Chickens Lightship and Sakonnet Light, and were in need of assistance. Under way at 6.35 a. m. and at 8.45 a. m. arrived at the lightship. Searched the bight between Hen and Chickens and Sakonnet Point without sighting the barges, and on return spoke the lightship, which reported having seen no vessels in distress. It was learned later in the day that the tug had recovered the barges and taken them into Newport.

17. March 26, while engaged in target practice in Buzzards Bay, received a radiogram reporting an obstruction, dangerous to navigation, 12 miles west of Vineyard Sound Lightship. Proceeded to that position and searched the vicinity, with smooth sea and excellent visibility, without sighting the obstruction.

18. In addition to the foregoing, anchorage duty, covering Vineyard and Nantucket Sounds, has been performed by the *Acushnet* through the winter months, and vessels have been boarded for the enforcement of the navigation laws as opportunity offered.

19. Several photographs of the work in connection with the steamer *Serrell* at Great Point, Nantucket, are inclosed.

Respectfully,

EUGENE BLAKE, Jr.,
Commanding.

To the CAPTAIN COMMANDANT.

TABULAR STATEMENT OF ASSISTANCE
RENDERED BY CUTTERS AND STATIONS, INVOLVING
THE SAVING OF LIFE AND
PROPERTY, 1917

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1916. July 2-3.....	236.....	4½ miles NW.....	—, m. b.....		Tools, etc.....	\$250	\$100				Broke away from towing vessel and stranded; pulled off and towed to safe anchorage.
July 3.....	Graham.....	Boston, Mass.....	Esther L., m. b.....					7	2	2	Caught in heavy swell from ferryboat and 2 passengers thrown overboard; both resuscitated, one with great difficulty.
Do.....	15.....	2½ miles SSW.....	Hesper, m. b.....			400		2		2	Engine disabled in dangerous position; towed to safe place and occupants succored overnight.
Do.....	25.....	6 miles SSE.....	—, m. b.....			400		2			Engine disabled; towed to City Point.
Do.....	25.....	½ mile N.....	Sprite, m. b.....			800					Parted moorings and drifted ashore; hauled off and towed to yacht club.
Do.....	30.....	1½ miles N.....	Alice, slip.....			300		2		2	Disabled in small strait; boommen succored; towed to Plymouth, Mass.
Do.....	97.....	½ mile W.....	Kodak, m. b.....			2,500		5			Engine disabled; stranded; floated and motor set going.
Do.....	239.....	5 miles NE.....	Adelaide, m. b.....	15		4,000		4			Engine disabled; towed to station and made repairs.
Do.....	258.....	½ mile NW.....	Pearl D., m. b.....	10	Gasoline.....	1,200	250	1			Motor trouble out in lake; picked up and towed to safety.
July 4.....	137.....	4 miles NNW.....	Francis 2nd, m. b.....			8,000		4	4		Engine disabled and ice shores in rough sea; towed 10 miles to a harbor.
Do.....	233.....	2½ miles SE.....	Go Sum, m. b.....			400		3			Engine disabled in exposed position; towed to safe waters.
Do.....	235.....	½ mile E.....	Lehigh, m. b.....			300		2			Engine trouble; in channel and in danger of being run down; towed to dock.
Do.....	236.....	½ mile E.....	Fatima, m. b.....			150		4			Engine disabled; towed to moorings.
Do.....	249.....	½ mile NW.....	Florence S., m. b.....			400		9	9		Struck submerged pier and filled; took all hands off; hauled boat out on beach.
Do.....	297.....	5 miles N by W.....	Ringfeger, m. b.....			250		6			Engine disabled; towed to dock.
Do.....	280.....	1 mile E.....	—, row boat.....			46		1	1		Adrift with intoxicated man on board; man taken off and boat towed ashore.

July 4-6	97	1/2 mile W	Tyro, m. b.			300	6		Water-logged; took passengers off and beached boat; towed next day to place where repairs could be made. Broke adrift in hurricane; boarded and worked to place of safety. Parted line in hurricane and drifted down on cutter; fended off and safely moored.
July 5	Peurose	Pensacola	—, slip			300			Batteries exhausted; towed to safety. Engine disabled; towed to dock, filled at anchor; hauled out and taken to anchorage in river.
Do	do	do	Sea Em, m. b.	13		1,000			Loose propeller; towed to dock. Engine disabled out in lake; towed back to port.
Do	23	2 miles SW	Charlotte, m. b.			150	1		Engine disabled; drifting to sea; towed to mooring in bay.
Do	240	1 mile NE	No. 2, m. b.			400	4		On fire; blaze soon extinguished and boat beached.
Do	249	9 miles SW	Juanita, m. b.			1,000			Broke from moorings in hurricane and became entangled with several other vessels; freed by cutting away rigging.
Do	257	100 yards SW	Jensen Bros., m. b.	8		750	2		Do
Do	272	9 miles NNE	Wolverine, m. b.	9		4,000	1		Engine disabled; towed to destination. Aground in bay; pulled off.
Do	306	3 miles NNW	Orca, m. b.			500	2		Broke adrift from waterworks crib; recovered and returned to crib.
Do	306	1 1/2 miles W	Regal, m. b.			1,300	2		Parted lines and went on rocks; seriously damaged; hull; floated and beached in safe place.
July 6	Peurose	Pensacola	Lottie S. Haskins, sch.	58		5,000			Capized in squall; rescued occupant and towed boat to dock.
Do	do	do	Maud F. Silva, sch.	88	Fish	6,000			Adrift in track of steamers; towed to landing.
Do	12	3 miles SW	Hadle II, m. b.			300			Stranded; pulled off.
Do	77	2 miles W	Ella S., m. b.			1,200	4		Engine disabled; towed to Cheboygan for repairs.
Do	235	1 mile NW	Flora D. Thompson, m. b.			300	7		Engine disabled while returning from fishing grounds; towed to harbor.
July 7	9	1/2 mile NE	Hoosit, slip			200			Engine disabled out in lake in fresh wind; towed to harbor.
Do	304	1/2 mile W	Jennie C., m. b.	6		125	1	1	Collided with pier, saved by quick work and towed to place where repairs could be made.
July 8	Seneca	New York Harbor	Yolanda, m. b.			10,000	7		Engine disabled; stranded; pulled off and towed to harbor.
Do	75	1/2 mile N by E	Silver Chief, m. b.	10	Furniture	800			Masts and part of rigging carried away in gale, destroyed in sinking condition near Sand Island Light riding in trough of sea and in great danger of striking; towed to safe anchorage in Mobile Bay.
Do	256	1 mile ESE	Irene R., m. b.			1,200			
Do	257	3 miles SE	—, m. b.			300	55	2	
Do	270	1 mile S	Doloma, m. b.	43	do	200	40	2	
Do	270	2 miles W	Hydroplane			10,000	10		
July 9	269	500 feet W	—, m. b.			9,000	2		
Do	269	1/2 mile S	City of Baltimore, sch.	357	Phosphate rock	150	2		
July 10	Tallapoosa	Off Mobile Bar				25,000	8		

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction) has reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1916.											
July 10.	226.	1 mile W.	Grey Jacket, slip.	6		\$1,500		4	1		Stranded; floated after 2 hours' work. Adrift with mast and sail overboard. In danger of going on shore to destruction; towed to station and made temporary repairs.
Do.	229.	3 miles S.W.	Annie Marie, yf.			500		1	1		Engine disabled; towed to dock.
Do.	210.	1 mile N.W.	Fairline T., m. b.			150		1			Do.
Do.	217.	1 mile N.E.	Virginia, m. b.			140		4			Assisted in rescuing 2 girl bathers; work performed with great difficulty.
Do.	272.	100 yards W.						4			Engine disabled; towed to yacht club wharf.
July 11.	28.	4 miles E.S.E.				200		2			Engine disabled; towed 5 miles to destination.
Do.	112.	5 miles W.S.W.				250		4			Line failed propeller; towed to Gloucester, Mass.
July 12.	Overlook.	Off Eastern Point, Mass.	Puffer, m. b.			200		2			Broken rudder; towed to moorings.
Do.	25.	1 mile N.W.	Edna, m. b.	15		300		3			Struck on bar, pulled off and towed into harbor.
Do.	133.	1 mile E.	Quincy Island, slip.			1,600		17			Engine disabled in surf; towed to place where repairs could be made.
Do.	310.	3 miles S.W.		6		1,250		2	2		Engine disabled; towed 7 miles to Tuckerton, N. J.
July 13.	119.	2 miles W.	Hyvek, m. b.	23		4,000		33			Removed to safety 3 women and 2 children endangered by high tide. Out of fuel and drifting toward crib; towed to slip.
Do.	201.	1 mile E.	Rover, m. b.			500		2			Engine disabled; towed to harbor.
Do.	201.	1 mile W.				200		2			Propeller failed by gill net; drifted into heavy surf; towed to safety and cleared wheel.
Do.	274.	1 mile N.E.	Bernice, m. b.			1,150		2	2		Stranded; floated and towed to marine railway.
Do.	310.	3 miles W.W.						2			Drifting for open lake with 5 small children on board; rescued and restored to parents.
July 14.	123.	1 mile N.	Widgeon, m. b.	30		3,000		5			Engine disabled; towed to dock.
Do.	255.	1 mile S.	—, 800w.			25		5	5		
Do.	241.	21 miles E.S.E.	—, m. b.			700		5			

cleared wheel.
 Stranded, hoisted and towed to marine
 platform for open lake with a small
 tugboat.

5

3,000
 25

30

Wilmington, in. b.
 answer

15 miles N.
 5 miles W.

July 14
 125
 125

PLATE VIII.



A VESSEL IN DISTRESS.
 Schooner "City of Baltimore" rescued by the "Tallapoosa."

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has ref- erence to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1916.											
July 10.....	236.....	1 mile W.....	Grey Jacket, slip.....	.....	.....	\$1,500	.....	4	.....	.....	Stranded; floated after 2 hours' work.
Do.....	239.....	3 miles SW.....	Annie Marie, yt.....	6	.....	500	.....	1	1	.....	Adrift with mast and sail overboard, in danger of going on shore to destruc- tion; towed to station and made tem- porary repairs.
Do.....	240.....	1 mile NW.....	Pauline T., m. b.....	.....	.....	150	.....	1	.....	.....	Do.
Do.....	247.....	1 mile NNE.....	Virginia, m. b.....	.....	.....	140	.....	4	.....	.....	Assisted in rescuing 2 girl bathers; work performed with great difficulty.
Do.....	272.....	160 yards W.....	.....	.....	.....	.....	.....	.....	2	.....	Engine disabled; towed to yacht club landing.
July 11.....	25.....	1 mile ENF.....	....., m. b.....	.....	.....	200	.....	2	.....	.....	Engine disabled; towed 5 miles to des- tination.
Do.....	112.....	5 miles WNW.....	....., m. b.....	.....	.....	250	.....	4	.....	.....	Line fouled propeller; towed to Glou- cester, Mass.
July 12.....	Ossipee.....	Off Eastern Point, Mass.....	Piffie, m. b.....	.....	.....	200	.....	2	.....	.....	Broken rudder; towed to moorings.
Do.....	25.....	1 mile NW.....	Ida, m. b.....	.....	.....	300	.....	3	.....	.....	Struck on bar; pulled off and towed into inlet.
Do.....	133.....	1 mile E.....	Goldy Budd, slip.....	15	.....	1,600	.....	17	.....	.....	Engine disabled in surf; towed to place where repairs could be made.
Do.....	310.....	3½ miles SSW.....	....., m. b.....	6	.....	1,250	.....	2	2	.....	Engine disabled; towed 7 miles to Tuckerton, N. J.
July 13.....	119.....	2 miles W.....	Sylva, m. b.....	23	.....	4,000	.....	33	.....	.....	Removed to safety 3 women and 2 chil- dren endangered by high tide.
Do.....	201.....	1 mile E.....	.....	.....	.....	.....	.....	.....	5	.....	Out of fuel and drifting toward crib; towed to slip.
Do.....	304.....	1 mile W.....	Rover, m. b.....	.....	.....	500	.....	2	.....	.....	Engine disabled; towed to harbor.
Do.....	274.....	1 mile NE.....	Pernice, m. b.....	.....	.....	200	.....	2	.....	.....	Propeller fouled by gill net, drifted into heavy surf; towed to safety and cleared wheel.
Do.....	310.....	4 miles SW.....	....., m. b.....	.....	.....	1,150	.....	2	2	.....	Stranded; floated and towed to marine railway.
July 14.....	123.....	1½ mile N.....	Widgeon, m. b.....	30	.....	3,000	.....	5	.....	.....	Drifting for open lake with 5 small children on board; rescued and re- stored to parents.
Do.....	235.....	1 mile S.....	....., scow.....	.....	.....	25	.....	5	5	.....	Engine disabled; towed to dock.
Do.....	241.....	2½ miles ESE.....	....., m. b.....	.....	.....	700	.....	5	.....	.....

PLATE VIII.



A VESSEL IN DISTRESS.

Schooner "City of Baltimore" rescued by the "Tallapoosa."



Do.	265.	1 mile E.	—, sloop, and tow.			100	1	1	Drifting toward breakwater; towed to safe place.
July 15.	26.	Near station.	Skip, m. b.			300	3	3	Engine disabled; towed to Dorchester Bay.
Do.	261.	4 1/2 miles SW.	We-Go, m. b.			500	4	4	Batteries dead, stranded; pulled off and towed to Glen Haven.
Do.	283.	1 mile N.	Calle, m. b.			500	2	2	Struck submerged pile, starting bad leak; hauled out of water.
Do.	310.	4 miles WNW.	—, m. b.	6		1,350	2	2	Took fishermen off outside bar and towed their boat in.
Do.	313.	2 1/2 miles W.	— dory			650	3	3	Towed in over Yaquina Bay bar.
July 16.	25.	3 miles ESE.	Jolly Scott, m. b.			200	9	9	Engine disabled; towed to Dorchester, Mass.
Do.	25.	1 mile ENE.	Chinook, sloop			500	2	2	Sails damaged; towed to mooring.
Do.	27.	1 mile SSE.	Alida, m. b.	5		600	25	25	Engine disabled; planted anchor and boat floated on rise of tide
Do.	239.	9 miles NE.	Causepdon, m. b.			300	3	3	Engine disabled out in lake; towed to harbor.
Do.	266.	22 miles NE.	Jennie Weaver, sch.	88	Lumber.	1,200	4	4	Stranded; proceeded 22 miles to vessel; shifted 5,000 feet of lumber; assisted in floating; then replaced cargo and helped make sail.
Do.	274.	1 mile NE.	M. C., m. b.			250	1	1	Rescued exhausted swimmer.
Do.	274.	2 miles E.	Dorothy K., m. b.			500	6	6	Engine disabled; towed to station.
Do.	299.	3 miles NE.	—, m. b.			300	2	2	Batteries dead; towed to harbor.
July 17.	16.	1 mile SE.	—, m. b.						Propeller fouled in fish net; helped tow boat to safe place and cleared propeller.
Do.	311.	1 mile NE.	—, m. b.			615	1	1	Engine disabled; towed to wharf and set engine running.
July 18.	216.	16 miles W.	Mallard, m. b.	6		800	2	2	On beach since April, 1916; floated after hard work and towed 16 miles to Sabine.
Do.	223.	1 mile N.	Exile, m. b.			1,200	3	3	Engine disabled; towed to harbor.
Do.	223.	1 mile ESE.	Crow, catboat.			40	2	2	Capsized; picked up one man and took him and boat ashore; other man rescued by outboard.
Do.	310.	3 1/2 miles SSW.	—, m. b.	5		1,100	2	2	Capsized in surf; occupants rescued and succored; recovered fish net, but unable to find boat.
Do.	310.	3 miles S.	—, m. b.			1,300	2	2	Net fouled propeller and boat drifted into breakers; propeller cleared and engine started.
Do.	313.	13 miles SW.	The Star, m. b.			2,750	2	2	Engine disabled 13 miles from station; towed to Yaquina.
Do.	316.	Coos Bay bar	—, m. b.			550	1	1	Engine disabled on bar and boat about to go on South Spit; towed to Sunset Bay.
July 19.	50.	1 1/2 miles NE.	Katherine, m. b.			1,500	13	13	Engine disabled; towed to harbor.
Do.	80.	2 1/2 miles N.	Tippecanoe, m. b.			500	6	6	Engine disabled; towed into Patchesogue River, where repairs could be made.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction from reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1916. July 19.	123	1 mile S.	Serenity, m. b.	20		\$5,000		2	2		Compelled to anchor in surf with engine disabled; occupants taken off; but service boat swamped on way in; keeper kept all hands alongside boat until No. 1 surfman came out in surf-boat to rescue; boat recovered later in day.
Do.	240	7 miles NE. by E.	Dorothy F., m. b.	6		7,500		5			Engine disabled out in lake; towed to dock at Lornain.
Do.	280	$\frac{1}{2}$ mile SW							1		Rescued man who had fallen overboard from dock.
Do.	304	$\frac{1}{2}$ mile W	Messenger, m. b., and tow.			1,000		1			Engine disabled; drifting ashore; towed to dock.
July 20.	Morrill	Put in Bay, Lake Erie.	Neddy, slip.			200		3	3	3	Capsized during progress of repairs; rescued crew and gave them dry clothing; also recovered some of ship's equipment.
Do.	25	$\frac{1}{2}$ mile SW	Alice, m. b.			800		3			Rope in trouble; towed to landing.
Do.	28	$\frac{1}{2}$ mile NE	Winifred, m. b.			1,400		3			Engine disabled; towed to moorings.
Do.	80	$\frac{1}{2}$ miles NNW	Wallie A. Susbee, m. b.	8		1,500		14			Engine disabled; given in tow while machinery could be started.
Do.	125	$\frac{1}{2}$ mile SW	Luella Lee, m. b.			600					Drifting toward jetty in high wind and sea; towed to safety with great difficulty.
Do.	239	14 miles SW	—, m. b.			500		3			Engine disabled 10 miles off shore; crew rowed ashore for help; went out and brought boat in to station.
Do.	256	2 miles SSW	No. 89, m. b.			500		2			Engine disabled; towed to station, where repairs were made.
Do.	276	$\frac{1}{2}$ mile NW	—, flat.			15		2	2		About to go over Falls; towed out of swift current with difficulty.
Do.	285	$\frac{1}{2}$ mile NE							1		Took drowning girl from water in the nighttime and resuscitated her.
Do.	310	7 miles S. by W	—, m. b.			875		1	1		Engine disabled; drifting over Columbia River bar; picked up and towed to Hammond, Oreg.

July 21....	137.....	300 yards W.....	Helen, m. b.....	.....	.....	400.....	.....	2.....	Stranded; assisted occupants ashore and worked boat above high water; next day helped launch.
Do.....	259.....	2 miles SSE.....	—, m. b.....	.....	.....	45.....	.....	1.....	Engine disabled; drifting in steamer channel; heavy squall threatening; towed to safety.
July 22.....	23.....	10 miles S.....	Bessie A., m. b.....	10.....	.....	3,300.....	.....	6.....	Engine disabled at sea 10 miles from station; towed to Gloucester.
Do.....	235.....	$\frac{1}{2}$ mile NNW.....	Ida, m. b.....	.....	.....	800.....	.....	6.....	Out of fuel; towed to destination.
Do.....	239.....	$\frac{1}{2}$ mile S.....	Arrow, m. b.....	.....	.....	200.....	.....	2.....	Engine disabled; drifting on shore; towed to harbor.
Do.....	284.....	1 mile SSE.....	Raft.....	.....	.....	.....	.....	5.....	Raft of rotten logs with 5 boys on it drifting toward open lake; overhauled nearly a mile offshore and boys rescued.
Do.....	284.....	245 yards SE.....	—, slip.....	.....	.....	750.....	.....	.....	Sunk at mooring; raised and bailed out.
Do.....	290.....	2 miles NW.....	James H. Hall, m. b.....	100.....	.....	7,000.....	.....	3.....	Engineer lost overboard, leaving no body to run vessel; boarded and brought into harbor; unsuccessful search made for man lost.
July 23.....	25.....	$\frac{1}{2}$ mile NE.....	Rose C., m. b.....	.....	.....	500.....	.....	3.....	Engine disabled; towed to landing.
Do.....	239.....	$\frac{1}{2}$ mile NW.....	Lillian H., m. b.....	.....	.....	800.....	.....	3.....	Engine disabled; about to go on break-water; towed to station.
Do.....	240.....	1 mile ENE.....	Kinanla, m. b.....	.....	.....	850.....	.....	3.....	Engine disabled and in danger of going on rocks; towed to a dock.
Do.....	267.....	450 feet W.....	—, rowboat.....	.....	.....	.....	.....	2.....	Woman fell into water while landing from boat; rescued.
Do.....	273.....	15 miles SSW.....	Twildue, m. b.....	.....	.....	800.....	.....	2.....	Engine disabled; proceeded 15 miles to boat and towed it to station.
Do.....	274.....	400 feet NE.....	—, canoe.....	.....	.....	30.....	.....	2.....	Capsized in basin; canoeists rescued.
Do.....	280.....	$\frac{1}{2}$ mile E.....	Lark, m. b.....	.....	.....	280.....	.....	2.....	Engine disabled; towed to harbor for repairs.
Do.....	280.....	5 miles S.....	—, m. b.....	.....	.....	180.....	.....	3.....	Engine disabled; towed to dock.
Do.....	304.....	$\frac{1}{2}$ mile S.....	—, canoe.....	.....	.....	30.....	.....	1.....	Capsized; rescued canoeist and recovered canoe.
July 24.....	25.....	$\frac{1}{2}$ mile NNE.....	—, m. b.....	.....	.....	500.....	.....	4.....	Out of fuel; towed to place where supply could be obtained.
Do.....	25.....	50 yards SW.....	May B., m. b.....	.....	.....	450.....	.....	3.....	Engine disabled; towed to yacht club.
Do.....	241.....	3 miles N.....	Alton, m. b.....	.....	.....	1,200.....	.....	24.....	Engine disabled; towed to dock at Lakeside.
Do.....	241.....	64 miles NW.....	—, m. b.....	.....	.....	100.....	.....	2.....	Adrift; water in gasoline; towed to station.
Do.....	258.....	Near station.....	.....	.....	.....	.....	.....	1.....	Threw buoy with line attached to imperiled woman swimmer and pulled her into shallow water.
Do.....	267.....	450 feet W.....	.....	.....	.....	.....	.....	1.....	Threw buoy with line attached to exhausted swimmer and assisted him to pier.
Do.....	310.....	24 miles SSW.....	—, m. b.....	5.....	.....	1,200.....	.....	2.....	Engine disabled; drifting to sea; towed to station and repaired engine.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has ref- erence to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1916.											
July 24-26.	89.	1 mile SE.	Isabelle, m. b.	29		\$13,800		8			Stranded in fog at night; vessel came off on rising tide and keeper ran her out to sea and anchored her until daylight, then took her in to a dock.
Do.	239.	5 miles NW.	—						3		Party of workmen overcome by gas in waterworks tunnel; carried victims ashore, summoned assistance from various sources, and participated actively in work of rescue and relief.
July 25.	25.	1 mile NE.	—, m. b.			400		2			Engine disabled; towed to landing.
Do.	72.	1 1/4 miles NW.	Jessie G., m. b.	7		1,000		6			Stranded in fog; pulled boat off and pointed out channel.
Do.	305.	Snake River.	Ukdwak, m. b.	15		1,500		14			Snake River and moored.
Do.	305.	do.	Dayton, m. b.	7		300		5			Stranded; pulled off and towed up under way.
July 26.	Morrill.	Detroit.	Dream, m. b.			700		2	2		Gasoline tank exploded; rescued 2 injured women passengers, subdued flames, and sunk boat in shallow water.
Do.	232.	500 feet NE.	—						1		Rescued girl bather.
Do.	269.	1 1/4 miles S.	Tioge, m. b.			2,000		9			Broken shaft; towed to harbor.
Do.	304.	1 mile SW.	Rover, m. b.			1,500		1			Stranded; pulled off.
Do.	304.	do.	—, m. b.			200		12			Occupants intoxicated and unable to navigate boat; towed to dock.
Do.	305.	Snake River.	Belinda, m. b.	18	General merchandise.	2,500	\$500	7			Fouled propeller and went ashore; pulled off and towed to safe anchorage.
July 27.	112.	5 miles NW.	Allaire, m. b.	11		1,200		2			Stranded; pulled off and towed to marine railway.
Do.	234.	1 mile N.	—, m. b.			300		1			Engine disabled; towed to dock.
Do.	266.	2 miles NE.	Slack Camp, m. b.	10		800	200	2			Engine disabled; towed to harbor.
Do.	267.	750 feet SW.	—						1		Rescued girl bather.
Do.	284.	300 yards NE.	—						1		Gave restorative treatment to man overcome by heat.
July 28.	Golden Gate.	San Francisco.	—						1		Rescued drowning man and gave him resuscitative treatment.

Do.....	97 and 99.	5 miles SE.	74 H., scow.	1	1	1	Parted hawser and went ashore; took man off; vessel lost.
Do.....	97.	2 miles SW.	Onia, m. b.	2	2	2	Engine disabled; towed to Atlantic Highlands.
Do.....	239.	Cuyahoga River.	No. 1 Delivery, m. b.	2	2	2	Launch stolen by two intoxicated men; recovered and returned to owner.
Do.....	205.	Snake River.	Ram, m. b.	9	9	12,000	Stranded; pulled off and taken to safe anchorage; sick man on board taken ashore and sent to hospital.
Do.....	215.	1 mile S.	—, m. b.	1	1	500	Stranded; assisted to pull into deep water.
July 29.	Golden Gate.	San Francisco.		1	1		Rescued and resuscitated man who had fallen out a pier.
Do.....	22.	Stratmouth Bar.	Loblolly, slip.	5	5	150	Stranded; pulled off.
Do.....	25.	1 mile NE.	Black Hawk, sch.	1	1	6,000	Drugging toward pier; towed to safe anchorage.
Do.....	300.	6 miles SW.	Dorothy K., m. b.	1	1	800	Engine disabled in lake; towed 6 miles to harbor.
Do.....	310.	6 miles S. by W.	—, m. b.	2	2	900	Engine disabled; ran on submerged jetty; rescued occupants with difficulty.
July 30.	Hartley.	San Francisco.		8	8	1,100	Engine disabled; towed to wharf.
Do.....	25.	1 mile W.	—, m. b.	4	4	500	Engine disabled; towed to wharf.
Do.....	232.	2 miles NE.	Clidden, m. b.	5	5	600	Engine disabled; towed to harbor.
Do.....	235.	1 mile NW.	Runnel, m. b., and scow.	32	32	1,000	Propeller fouled by seaweed; towed to safety.
Do.....	260.	1½ miles ESE.	Katherine W., m. b.	2	2	5,000	Broken crank shaft; towed to station.
Do.....	268.	3 miles S.	Threes, m. b.	4	4	450	Gasoline pipe choked; towed to dock.
Do.....	279.	2 miles S.	Raft.	3	3		3 boys on raft drifting toward lake; picked up nearly a mile offshore.
Do.....	279.	3 miles E.	Winnifred 2nd, m. b.	6	6	4,000	Engine disabled out in lake; towed to harbor.
Do.....	284.	1 mile SW.		1	1		Resuscitated man who had fallen unconscious on beach from heat prostration.
Do.....	304.	1 mile N.	—, m. b.	3	3	600	Engine disabled and boat drifting out in lake; towed to safety.
July 30-31.	Mackinac.	Hay Lake.	Daisy, m. b.	13	13	350	Lost way and with engine disabled went on shoal in Hay Lake; pulled off and towed to safety.
July 31.	239.	14 miles SW.	Morning Star, m. b.	2	2	500	Engine disabled in breakers near Cliffs; picked up and towed to station.
Do.....	239.	Cleveland, Ohio.	Sea Bum, m. b.	3	3	300	Engine disabled; drifting toward break-water; towed to safety.
Do.....	241.	4 miles S. by E.	Hattie M., m. b., and unnamed m. b.	4	4	875	Unnamed boat in breakers; the Hattie M. went to assist boat and her engine stopped; both boats in danger; towed out of breakers and to harbor.
Do.....	259.	At station.		1	1		Man fell overboard from boat at dock; rescued man and recovered boat.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1916.											
July 31....	266.	½ mile SE.	Nalad, yt.	9		\$2,000					Fouled anchor; collided with dock; towed to mooring.
Do.	276.	½ mile NW	—, flat			10		2	2		Swamped while shooting rapids; rescued occupants and recovered boat.
Do.	280.	1½ miles S.	Laddie, m. b.			350		1	1		Drifting on rocks; picked up just in time and towed to safety.
Do.	283.	½ mile SE.	Falcon, m. b.	6		800		2			Engine disabled; drifting toward pier; towed to safety.
Aug. 1....	Tallapoosa.	Gulf of Mexico	C. W. Mills, sch.	371	Lumber	30,000	\$10,000	8			Badly damaged in storm; found after 2 days' search in sinking condition; towed to Horn Island Pass and turned over to tug.
Do.	304.	16 miles ESE.	P. V., m. b.			600		8			Engine disabled; boat found 16 miles from station and taken with occupants to station.
Aug. 2....	76.	½ mile N.	Peggy P., yt.			3,000		9			Stranded; hauled off and piloted through narrow channel into open water.
Do.	97.	½ mile W.	—, m. b.			300		3			Engine trouble; stranded; floated; towed into bay and made repairs.
Do.	235.	½ mile N.	Sallie B., m. b.			800		5			Engine disabled; towed to dock.
Do.	235.	2 miles W.	Silver Moon, m. b.			3,000		12	12		Ran on reef; landed 9 people through surf in dinghy; later kedged boat clear and towed it over to yacht club.
Do.	250.	5 miles NE.	—, m. b.			125					Spring leak at anchor and sunk; pulled up to safe place on beach.
Do.	281.	½ mile S.	—						1		Small boy fell off pier; taken from water by father, resuscitated by station crew.
Do.	297.	2 miles SE.	—, m. b.			200		3			Engine disabled; towed to harbor.
Do.	304.	1½ miles SE.	—, skiff					2	2		Drifting across harbor in squall with 2 boys on board; picked up and towed ashore.
Do.	304.	½ mile NW	Raft.					2	2		Raft with 2 boys on board drifting across harbor in squall; rescue effected by surfman in launch.
Aug. 3....	11.	300 yards ENE.	—, m. b.			300					Parted line and stranded; floated.

Do.....	24.....	3 mile NE.....	Jinx, slip.....	100.....	1.....	1.....	Dragging toward wharf, removed to safe berth.
Do.....	25.....	1 mile NW.....	Xenia, m. b.....	500.....	.....	.....	Anchor fouled; dragging through fleet; towed to safe anchorage.
Do.....	25.....	do.....	Mabel, m. b.....	200.....	1.....	.....	Leaking and about to sink; towed to yacht club.
Do.....	25.....	1 1/2 miles E.....	Rhoda, m. b.....	2,500.....	4.....	.....	Engine disabled; towed to yacht club.
Do.....	25.....	3 mile NNW.....	rowboat.....	30.....	1.....	.....	Drifting to sea; occupant did not know how to row; towed to safety.
Do.....	137.....	1 mile E.....	.....	.....	1.....	.....	Forebly took from surf an insane woman bent upon drowning herself.
Do.....	224.....	Mouth of Niagara River.....	....., m. b.....	200.....	3.....	.....	Ran on rocks; in danger of capsizing; took 2 women off and floated boat.
Do.....	274.....	300 feet E.....	Arlene 24, m. b.....	800.....	1.....	.....	Dragged anchor in squall; towed to mooring.
Do.....	278.....	4 miles N.....	Torpedo, m. b.....	1,000.....	2.....	.....	Disabled in breakers and filling; towed out of danger.
Do.....	278.....	do.....	Red Wing, m. b.....	1,000.....	2.....	.....	Disabled in breakers; towed out of danger.
Do.....	278.....	6 miles N.....	Spartin, m. b.....	500.....	2.....	.....	Engine disabled in high sea; towed in.
Do.....	278.....	5 miles NE.....	Rapinta, sailboat.....	1,000.....	2.....	.....	Spars carried away in gale; towed to harbor.
Do.....	278.....	20 miles ESE.....	Odessa, m. b.....	1,500.....	2.....	2.....	Engine disabled outside harbor in gale; towed to safety; dry clothing and food furnished.
Do.....	279.....	2 1/2 miles N.....	Bacchante, slip.....	350.....	2.....	.....	Capsized in squall; towed to destination, bailed out and moored; occupants rescued by outsiders.
Do.....	285.....	3 miles SE.....	Goldie W., str.....	5,000.....	4.....	.....	Crank shaft broken outside harbor in squall; towed in.
Do.....	311.....	8 miles W.....	....., m. b.....	815.....	1.....	.....	Engine disabled outside harbor; towed in and engine repaired.
Do.....	311.....	7 miles W.....	Sea Otter, m. b.....	1,025.....	2.....	2.....	Engine disabled; in dangerous position near rocks of jetty; towed into safe water where repairs were made.
Do.....	318.....	2 1/2 miles SSW.....	Clyde, m. b.....	4,000.....	6.....	.....	Engine disabled; towed in over bar.
Aug. 4.....	235.....	7 miles S.....	Mabel, m. b.....	800.....	1.....	.....	Engine disabled; stranded; pulled aloft and towed to landing.
Do.....	235.....	do.....	Princess, m. b.....	300.....	1.....	.....	Engine disabled; stranded; pulled aloft and towed to landing.
Do.....	252.....	5 miles WSW.....	....., m. b.....	100.....	3.....	.....	Engine disabled; took off 2 women passengers and towed boat clear.
Aug. 5.....	12.....	1 mile NW.....	....., m. b.....	500.....	8.....	.....	Engine disabled in fog; towed to destination.
Do.....	28.....	500 yards NE.....	....., canoe.....	75.....	2.....	2.....	Capsized in surf; rescued occupants and recovered canoe; succor afforded.
Do.....	50.....	3 miles N.....	Resolute, m. b.....	1,000.....	1.....	.....	Engine disabled; towed to harbor.
Do.....	236.....	1 mile S.....	Truant, yawl.....	700.....	3.....	.....	Struck sunken pier; pulled off and towed to yacht club.
Do.....	256.....	2 miles NE.....	Yakima I., m. b.....	250.....	13.....	.....	Engine disabled; towed to harbor and engine started.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has ref- erence to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on board.	Lives saved and from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1916.											
Aug. 5....	304.....	½ mile SW.....	—, canoe.....			\$25		2	2		Drifting across harbor in strong breeze and in danger of going against dock; towed to safety.
Aug. 5-6...	130 and 131.....	½ mile E. station 131.	Lizzie, m. b.....			500		3			Engine disabled; drifted ashore; pulled off and towed to harbor.
Aug. 6....	7.....	10 miles N.....	A & A, m. b.....			150		2			Engine disabled; adrift; towed to destination.
Do.....	7.....	Near station.....							1		Rescued intoxicated man who had fallen from his boat while attempting to launch it.
Do.....	20.....	600 yards N.....	Wis, m. b.....			300		2	2		Engine disabled and boat in surf; towed to safe anchorage.
Do.....	20.....	½ mile NE.....	—, m. b.....			300		10			Lost in fog; landed occupants and later piloted boat to safe place.
Do.....	24.....	4 miles S. by E.....	Mahdeen III, m. b.....			700		6			Adrift; water in gasoline; towed to anchorage.
Do.....	25.....	½ mile E.....	—, dory.....			50		6	6	6	Capized at night; took all hands from bottom of boat; restorative treatment given and clothing furnished.
Do.....	40.....	½ mile WSW.....							1		Woman in danger of sinking in mud while trying to cross slough; rescued.
Do.....	82.....	3 miles NNE.....	Myrtle, m. b.....	10		8,000		12			Engine disabled; towed to dock.
Do.....	142.....	½ mile NNW.....	Linda E. Dukes, m. b.....			250		1		1	Aground; pulled off and taken into inlet; shelter afforded.
Do.....	282.....	1 mile N.....	Eagle, m. b.....			200		3			Adrift outside harbor with engine disabled; towed in to a dock.
Do.....	285.....	½ mile W.....	Bessie, m. b.....			800		4		2	Engine disabled outside harbor at night; carried to station 2 women passengers in need of restorative treatment and towed boat to mooring.
Do.....	285.....	½ mile S.....	—, canoe.....			450		1	1		Capized; occupant rescued and canoe recovered.
Do.....	285.....	3 miles ESE.....	Palace, m. b.....			125		5			Out of fuel and adrift in track of vessels; towed to safety.
Do.....	284.....	½ mile S.....	—, shell.....			125		1	1		Capized on race course; occupant rescued and boat recovered.
Aug. 6-7...	25.....	½ mile W.....	Hortense, m. b.....			2,000		2			About to sink at moorings; pulled up on beach and later taken to boat yard.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1916.											
Aug. 11.	Mackinac.....	St. Marys River.....	—, m. b.....	.....	.....	\$400	.....	3	3	.....	Engine disabled; boat in danger of being run down; towed to safety.
Do.	12 and 20.....	3 miles NE. station 20.	Florence, m. b.....	.....	.....	500	.....	3	3	.....	Engine disabled; boat outside bar in high sea; man drowned while trying to land in skiff; launch towed to Portsmouth, N. H.
Do.	152.....	1 mile WNW.....	—, m. b.....	.....	.....	150	.....	5	.....	.....	Engine disabled; towed into sheltered water where repairs were made.
Do.	239.....	2 miles W.....	Welcome, m. b.....	.....	.....	2,000	.....	3	.....	.....	Engine disabled; drifting toward breakwater; towed to pier.
Do.	249.....	25 miles WNW.....	Andrew A. McLean, str.	23	.....	.....	.....	4	4	.....	Spring a leak; went aboard and manned pumps, but unable to keep water down; took crew off just as vessel sank.
Do.	253.....	2½ miles SE.....	Aurora, sailboat.....	5	.....	500	.....	4	4	.....	Main boom broken and sails badly torn; towed to harbor and made repairs.
Do.	260.....	500 yards W.....	Latawana II, m. b.....	22	.....	5,000	.....	9	.....	.....	Engine disabled; towed to safe berth off.
Do.	266.....	½ mile S.....	Leona, m. b.....	12	Fish and blueberries.	1,600	\$500	3	.....	.....	Engine disabled; towed to safe berth off.
Do.	304.....	100 yards SE.....	—, shell.....	.....	.....	125	.....	1	1	.....	Capsize; rescued occupant and picked up scull.
Aug. 12.	77.....	2 miles E.....	Comet, catboat.....	.....	.....	400	.....	3	3	.....	Capsize; picked up occupants and towed boat to dock.
Do.	97.....	1 mile SW.....	Hello, m. b.....	.....	.....	3,000	.....	3	.....	.....	Engine disabled; towed to safe anchorage.
Do.	143.....	500 yards S.....	.....	.....	.....	.....	.....	.....	1	.....	Gave restorative treatment to woman aboard.
Do.	267.....	2 miles SW.....	Alces, m. b.....	.....	.....	450	.....	2	.....	.....	Out off fuel; towed to landing.
Do.	252.....	800 feet E.....	.....	.....	.....	.....	.....	.....	1	.....	Rescued and resuscitated 13-year-old girl bather.
Do.	306.....	1½ miles NW. by N.....	Dolly S., m. b.....	.....	.....	800	.....	1	1	.....	Engine disabled; drifting on reef; towed to Neah Bay.
Do.	310.....	4 miles ESE.....	—, m. b.....	.....	.....	900	.....	1	1	.....	Engine disabled; stranded on Clatsop Spit; pulled off and towed to safety.
Aug. 13.	12.....	½ mile E.....	—, rowboat.....	.....	.....	50	.....	.....	.....	.....	Went adrift; recovered and held for claimant.

Do.	25.	Near station.	Mosquito, slp.		300	3	Disasted; towed to moorings in Dorchester Bay.
Do.	77.	2 miles ENE.	New Moon, catboat.		250	2	Capsized; rescued occupants, righted boat, and towed it to dock.
Do.	87.	1½ miles NW.	Supreme King, m. b.	5	1,000	3	Engine disabled; stranded; ran line and vessel floated on rise of tide.
Do.	97.	1 mile S.	Chaos, yawl.		1,500	10	Sails blown away and drifting on beach; towed to safe place and temporary repairs made.
Do.	98.	1 mile SSW.	Damifno, m. b.		500	4	Engine disabled; towed to destination.
Do.	194.	1 mile SSE.				2	Rescued 2 members of North Carolina National Guard, about to drown while in bathing at Fort Caswell, N.C.
Do.	222.	1½ miles NW.	Julia B., m. b.		1,000	2	Engine disabled; towed to Point Isabel, Tex.
Do.	232.	200 feet N.				1	Rescued boy swimmer from surf.
Do.	237.	100 yards W.				2	Rescued 2 women bathers.
Do.	239.	1 mile W.				15	12 men and 3 boys fishing on breakwater; in danger of being washed off by high seas; taken off and landed at station.
Do.	274.	200 feet N.	Bud, m. b.		1,500	8	Pounding against dock in storm; removed to safe berth.
Do.	274.	½ mile E.				1	Rescued bather from surf.
Do.	276.	½ mile NW.				1	Removed to station and cared for an intoxicated man found asleep on dam.
Do.	304.	½ mile SE.	Ajax, m. b.		150	4	Engine disabled; stranded; pulled off and towed to safety.
Aug. 14.	Snohomish.	Edie Hook	Ref, m. b.	23 Fish	2,500	750	Pulled off and started engine; vessel proceeded under own power.
Do.	Guide.	Tellis Island				1	Swimmer taken with cramps; rescued.
Do.	14.	½ mile WNW.	Mildred, m. b.		350	1	Engine disabled; lying in unsafe position at wharf; towed out of danger.
Do.	25.	½ mile NNE.	Dorothy May, m. b.		2,000	18	Ran aground while transporting 15 prisoners to Deer Island; carried prisoners to destination; also pulled boat astern.
Do.	72.	2 miles W.	Irene, m. b.		1,000	3	Aground; pulled off and towed to deep water.
Do.	80.	½ mile NW.	Coco, m. b.		200	1	Engine disabled; towed to destination.
Do.	82.	300 feet N.	Curtis hydroplane		7,500	2	Collided with stake, badly damaging a wing; pulled machine ashore and made repairs.
Do.	222.	1½ miles NW.	Ada, m. b.		400	1	Lost rudder; towed to mooring.
Do.	233.	23 miles E.	Seneca, slp.		2,500	3	Struck; beached 23 miles from station and abandoned; pulled astern and restored to owner.
Do.	238.	½ mile ENE.	Willis W., str.		1,500	5	Net in propeller; towed to moorings.
Do.	256.	½ mile SE.	Janey, m. b.	9	1,500	5	Engine disabled; towed to harbor.

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						Vessel.	Cargo.				
1916.											
Aug. 15.....	20.....	1 mile NNE.....	Alice, m. b.....			\$300		2			Engine disabled; towed to safety.
Do.....	25.....	1 mile NE.....	Elcho, m. b.....			400		4			Lost propeller; towed to moorings.
Do.....	26.....	2 miles SE.....	Vera, sloop.....			200		2			Carried away sails; towed to smooth water and anchored.
Do.....	107.....	1 mile N.....	Gunning boat.....			150		2			Capsize; righted and towed to dock.
Do.....	190.....	1 mile NW.....	—, m. b.....			250		2			Engine disabled; towed into Lookout Bight.
Do.....	194.....	2 miles W.....	Conway, m. b.....	30		5,000		13			Engine disabled; towed to Southport, N. C.
Do.....	280.....	1 mile NE.....	Paradox, m. b.....			465		2			Pounding against pier with engine dis- abled; towed to safe place.
Do.....	310.....	500 yards ENE.....	Fairmouth, m. b.....	6		600		3			Grounded on bar; pulled free.
Aug. 15-16	Morrill.....	Sister Island.....	Hecla, str.....	900		20,000		19			Lost propeller and drifted on ledge; assisted in floating and towing to safe water.
Do.....	33 and 84.....	1 mile E. station 84.....	Gov. Hull, sloop.....			500		2			Parted cable and stranded; pulled up above high water so repairs could be made.
Do.....	322.....	9 miles WNW.....	—, m. b.....		Fish.....	600	\$10	1			Line in propeller; stranded; assisted to float and to recover anchor.
Aug. 16.....	36.....	Near station.....	—, m. b.....			700		2			Engine disabled; towed part way to destination.
Do.....	217.....	6 miles NNE.....	Cuba, scho.....	44	Fish.....	9,000	420	8			Stranded while entering harbor at night.
Do.....	297.....	1 mile N.....	—, m. b.....			150		6			Engine disabled; towed to moorings.
Do.....	299.....	3 miles E.....	Winnifred, m. b.....		Berries.....	250	25	5			Engine disabled; in lake; towed to Eagle Harbor.
Aug. 17.....	10.....	2 miles SE.....	Calypso, m. b.....			2,000		3			Engine disabled; towed to Portland, Me.
Do.....	25.....	1 mile WNW.....	Dorothy, m. b.....			2,000					Leaking at mooring; towed to yacht club.
Do.....	136.....	1 mile SSW.....	—, m. b.....						1		Resuscitated girl bather taken from water by cutters.
Do.....	216.....	5 miles E.....	—, m. b.....		Fish.....	800	200	3			Engine disabled 5 miles east of station; towed to Saline, Tex.
Do.....	283.....	2 miles S.....	U-39, m. b.....			1,000		4			Engine disabled near rocky shore; towed to safety.

Do.....	283.....	2 miles E.....	—, m. b.....	14 Hides, etc.....	700.....	1.....	1.....	Engine disabled; towed to destination.
Do.....	311.....	2 miles NW.....	Rose, m. b.....	.....	3,000.....	7.....	7.....	Engine disabled; towed to wharf.
Aug. 18.....	73.....	1 mile N.....	Lillian K., catboat.....	.....	300.....	7.....	7.....	Capsized while tacking; righted and bailed out and sent on way.
Do.....	222.....	Padre Island.....	.....	.....	.....	22.....	22.....	Took 12 men, 1 woman, and 9 children off Padre Island and carried them to Point Isabel for safety from hurricane.
Do.....	222.....	3½ miles W.....	Julia B., m. b.....	.....	1,000.....	.....	.....	Beached to prevent destruction in hurricane.
Do.....	222.....	do.....	Ada, m. b.....	.....	400.....	.....	.....	Do.
Do.....	222.....	do.....	San Juan, slip.....	.....	500.....	.....	.....	Do.
Do.....	222.....	do.....	Kingfisher, slip.....	.....	600.....	.....	.....	Do.
Do.....	222.....	do.....	Tamalpais, slip.....	.....	500.....	.....	.....	Do.
Do.....	268.....	½ mile E.....	Florence M., m. b.....	.....	500.....	4.....	4.....	Engine disabled; stranded; pulled off and towed to pier.
Aug. 19.....	25.....	1 mile NE.....	Nellie, m. b.....	.....	400.....	2.....	2.....	Engine disabled; towed to anchorage and set occupants ashore.
Do.....	26.....	1½ miles NE.....	Tunipoo, slip.....	.....	500.....	5.....	5.....	Stranded; pulled off on rise of tide.
Do.....	53.....	1½ miles W.....	Via, m. b.....	.....	1,500.....	9.....	9.....	Missed buoy and stranded; pulled clear.
Do.....	124.....	½ mile SW.....	—, rowboat.....	.....	40.....	4.....	3.....	Capsized; surfman swam out with life buoy and rescued 3 men; 1 man reached shore unassisted.
Do.....	268.....	½ mile SE.....	—, slip.....	.....	400.....	2.....	2.....	Capsized; rescued crew from alongside and towed boat to dock.
Do.....	276.....	100 yards SW.....	—, flat.....	Coal.....	600.....	5.....	5.....	Adrift and helpless; towed to wharf.
Aug. 20.....	30.....	½ mile E.....	—, m. b.....	Lobsters.....	350.....	2.....	2.....	Engine disabled; towed to Kingston.
Do.....	59.....	350 yards SW.....	.....	.....	.....	1.....	1.....	Rescued man caught in undertow and gave him restorative treatment.
Do.....	97.....	400 yards E.....	Anna, m. b.....	.....	300.....	6.....	6.....	Engine disabled; stranded; pulled off and towed to deep water.
Do.....	119.....	1½ miles SW.....	—, m. b.....	.....	150.....	1.....	1.....	Stranded and filled with sand; cleaned out and floated.
Do.....	232.....	10 miles ENE.....	Thermis, m. b.....	.....	1,500.....	6.....	6.....	Engine disabled 10 miles from station while en route to hospital with injured man; towed to Oswego and helped put man in ambulance.
Do.....	234.....	½ mile NW.....	—, m. b.....	.....	240.....	10.....	10.....	Engine disabled; took off occupants and towed boat to dock.
Do.....	269.....	1 mile S.....	Lillian B., m. b.....	.....	350.....	6.....	6.....	Fouled in pound net; cleared and towed to harbor.
Do.....	269.....	1½ miles S.....	—, m. b.....	.....	200.....	3.....	3.....	Engine disabled; towed to harbor.
Do.....	280.....	2 miles NNE.....	—, m. b.....	.....	275.....	2.....	2.....	Master fell overboard and drowned and boat crashed into dock; jumped on board and stopped engine and took woman off; towed boat to station.
Do.....	304.....	½ mile S.....	Allouez, catboat.....	.....	50.....	2.....	2.....	Caught in squall and in danger of capsizing; towed to dock.
Do.....	310.....	1½ miles S. by W.....	Redwing, m. b.....	10.....	1,225.....	2.....	2.....	Capsized on Peacock Spit; picked up occupants and took them and boat to station; dry clothing furnished.

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						Vessel.	Cargo.				
1916. Aug. 20.....	324.....	½ mile NW. by N.....									6 small boys washed from cliffs; 3 thrown back on rocks, leaving 3 in crevices of rocks; assisted in rescuing 2 of these; 1 boy drowned; sent all survivors to hospital. Rescued bather and effected resuscitation.
Aug. 21.....	61.....	½ mile N.....							1		Ran aground; planted anchor and worked boat into deep water. Do.
Do.....	87.....	1 mile N.....	Neptune, m. b.....	13		\$2,000		4			Resuscitated bather. Do.
Do.....	88.....	½ mile E.....	_____, m. b.....			500		2			Ran on sand bar; hove off and anchored.
Do.....	99.....	½ mile NNW.....	Typperary, m. b.....			2,000		6			Resuscitated bather.
Do.....	141.....	400 yards SSE.....	Penguin, m. b.....	30		15,000		9	1		Ran on reef; pulled off. Oarsmen unable to row against tide; lost oars and about to go on rocks; picked up just in time.
Do.....	255.....	1 mile E.....	_____, dory.....			20		2	2		Went adrift and stranded during night; floated after considerable work.
Aug. 22.....	9.....	½ mile E.....									Ran on ledge; hauled off. Mass.
Do.....	21.....	3 miles S. by W.....	U. S. mail, m. b.....			200					Engine disabled; towed to Plymouth, Mass.
Do.....	23.....	½ mile NE.....	Viver II, slip.....		Lobsters.	400	\$15	4			Mistook light and stranded; floated and towed to dock.
Do.....	30.....	½ mile SW.....	_____, m. b.....			1,000		1			Swam out and rescued 3 women bathers.
Do.....	133.....	½ mile ESE.....	_____, m. b.....			500		3			Engine disabled in lake; towed to harbor.
Do.....	191.....	½ mile S.....							3		Out in lake in heavy squall; towed inside breakwater.
Do.....	223.....	1½ mile NE.....	Nymph, m. b.....			200		5			Dangerously near rocks in heavy squall; towed to station.
Do.....	239.....	2 miles SW.....	Favorite, m. b.....	15		2,000		3	3		Rudder broken; towed to pier.
Do.....	239.....	2 miles SW.....	Vinona, m. b.....			200		1	1		Drifted on beach; floated and towed to Two Rivers.
Do.....	249.....	½ mile NE.....	Emmy Lou, sailboat.....			150		8			Stranded in storm; pulled off and anchored in safe place.
Do.....	286.....	12½ miles S.....	Marie No. 1, scow.....	15		150					
Do.....	290.....	3 miles NE.....	No. 46, m. b.....			1,200					

Do.....	304.....	At boathouse	.....	.....	.....	25	1	1	.....	Canalized; rescued canoeist and recovered canoe.
Do.....	310.....	Clatsop Spit.	.....	.....	.....	825	1	1	.....	Engine disabled and about to drift into bakers; towed to Astoria.
Do.....	311.....	.....do.....	.....	.....	.....	830	1	1	.....	Engine disabled near breakers; towed out of danger.
Do.....	311.....	6½ miles NW	.....	.....	.....	825	3	3	.....	Engine disabled and about to go on jetty rocks; towed out of danger.
Do.....	311.....	8 miles W	.....	.....	.....	625	2	2	.....	Adrift at sea; fabricating oil exhausted supply of oil furnished.
Do.....	322.....	¾ mile SE	.....	.....	.....	900	2	2	.....	Shaft broken while near rocks; towed to wharf in San Francisco.
Aug. 22-23.	112 and 113.	2½ miles SW station 112	.....	.....	.....	2,000	6	.....	.....	Stranded; floated after much effort.
Aug. 23.	Pamlico	Neuse River	.....	.....	.....	14,000	8	1	.....	Aground; pulled off into deep water. Gave restorative treatment to woman who had been rescued from drowning.
Do.....	25.....	¾ mile S	.....	.....	.....	100	1	.....	.....	Capsized; towed to landing; occupants packed up by passing boat.
Do.....	25.....	¾ mile NNE	.....	.....	.....	200	1	.....	.....	Engine disabled; stranded; towed to safety.
Do.....	85.....	1½ miles NW	.....	.....	.....	5,000	.....	.....	.....	Fouled anchor in squall and went on stone bulkhead; pulled off and anchored.
Do.....	125.....	500 yards W	.....	.....	18	.....	.....	.....	.....	Engine disabled in lake at night; towed to port.
Do.....	246.....	3½ miles N. by E.	Betty Romain, m. b.	.....	.....	3,300	3	.....	.....	Broke moorings and drifted into surf; hauled up on beach.
Do.....	305.....	¾ mile E.	Gwendolyn, m. b.	.....	5	800	.....	.....	.....	Stranded; pulled off by cutter's crew; grounded again while in tow; floated and taken to anchorage.
Aug. 23-24.	Pamlico	Adams Creek	Susan F. Porter, sch.	.....	37	2,000	1,400	5	.....	Engine disabled; picked up in Budds Inlet and towed to Olympia, Wash. Unacquainted with locality; stranded; towed to destination.
Aug. 24.	Scout.	Budds Inlet.	Zam, m. b.	.....	.....	800	2	.....	.....	Engine disabled; towed to safe anchorage.
Do.....	8.....	300 yards W	.....	.....	.....	250	1	.....	.....	Engine disabled; stranded; pulled into deep water.
Do.....	50.....	¾ mile N	Veloce, m. b.	.....	.....	2,500	2	.....	.....	Engine disabled; stranded; pulled into dock.
Do.....	113.....	¾ mile NW	Iris, m. b.	.....	.....	300	2	.....	.....	Engine disabled; stranded; pulled into dock.
Do.....	241.....	2½ miles NW	.....	.....	.....	100	2	.....	.....	Engine disabled out in lake; towed to dock.
Do.....	266.....	¾ mile NW	Mutt & Jeff, m. b.	.....	.....	150	.....	.....	.....	Moored at breakwater in dangerous place; towed to inner harbor.
Do.....	301.....	100 yards SW	Racing shell.	.....	.....	300	2	2	.....	Capsized; shell and occupants landed at boat club.
Aug. 25.	McCulloch	Pinnacle Rock.	Great Bear, m. b.	.....	367	.....	21	21	21	Vessel wrecked Aug. 10; took crew off island on the 24th and landed them at Nome; saved stores, boats, etc., to the value of \$5,000.
Do.....	16.....	100 feet WSW	.....	.....	.....	.....	.....	1	.....	Rescued woman who had collapsed from shock induced by being ducked while in bathing.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1916.											
Aug. 25.	142.	1 mile S.							2		Rescued 2 women bathers; 1 resuscitated.
Do.	208.	500 yards W.	Houseboat.			\$250		1			Stranded; hauled off and returned to anchorage.
Do.	241.	1 mile NW.	Lenora, m. b.		Miscellaneous.	1, 100	\$550	3			Engine disabled; towed to Lakeside, Ohio.
Do.	248 and 249.	5 miles NW. station 248.	Dutchess, m. b.			408		2	2		Engine disabled out in lake; picked up by station 249 and delivered to station 248, where boat was held until tug came for her; succor furnished.
Aug. 26.	Tampa, 181 and 182.	12 miles S. Wimbie Shoals.	Mary Olson, str.	848	Logwood.	100, 000	25, 000	21			Anchored off Cape Hatteras; out of fuel oil; stations carried telegrams ashore for master, and cutter towed vessel into Chesapeake Bay.
Do.	25.	1 mile NE.	Plover, m. b.			450		7			Engine disabled; towed to moorings at City Point.
Do.	25.	1 mile NE.	Elco, m. b.			400		4			Engine disabled; towed to moorings.
Do.	47.	6 miles NE.	—, m. b.			200		3			Engine disabled when west of Nan-tucket Breakwater; towed to safety.
Do.	71.	600 feet S. 3 miles N.	Helene, m. b.	5		500			1		Swam out and rescued woman bather. Stolen and abandoned; recovered and owner notified.
Do.	162.	400 yards N.	—, m. b.			100			1		Assisted in rescuing woman bather.
Do.	231.	5 miles S.						3	3		Run ashore in breakers to prevent swamping; took off occupants and towed boat to station.
Do.	248.	1 mile E.	Venetian Maid, m. b.	10		18, 000		6			Run on reef and set afloat; towed in behind breakwater and made repairs.
Do.	258.	1 mile W.	—, m. b.			250		3			Engine disabled out in lake; towed to safety.
Aug. 27.	Snohomish.	Dungeness Spit.	Billie, Jr., m. b.		Camp outfit.	1, 000	20	4			Run aground in fog; pulled afloat.
Do.	26.	1 mile W.	Spray, m. b.			500					Dragged anchors and went on rocks; pulled off and towed to pier.
Do.	50.	1 mile NW.	Vavarra, slip.			1, 500		2			Run on bar; floated on rise of tide and towed to safe anchorage.

PLATE IX.



AID TO VESSELS IN DISTRESS.

Waterlogged schooner "C. W. Mills" being towed to port.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1916.											
Oct. 14.	25.	1 mile NE.	Iola, m. b.			\$1,000					Parted moorings; picked up and secured.
Do.	84.	2 1/2 miles NE.	Norloca, m. b.			600		1			Stranded; pulled adrift.
Do.	259.	1/2 mile SE.	Gifford, str. (with 2 scows and motor boat in tow).			30,000		12	12		In difficulty in gale; piloted to shelter.
Do.	279.	1/2 mile N.	Eel, m. b.			150		1			Engine disabled out in lake; towed to harbor.
Do.	297.	1/2 mile SW.	Winifred, m. b.			200		2	2		Broken crank shaft; about to go on breakwater; picked up and towed to mooring.
Oct. 15.	8.	1 mile NE.	—, m. b.			400		1			Engine disabled; towed to harbor.
Do.	12.	5 miles SSE.	—, m. b.		Lobsters	500		1			Rope fast of shaft; towed to Fort-mouth, N. H.
Do.	25.	2 miles ESE.	Hazel, m. b.			3,000		4			Engine disabled; towed to moorings.
Do.	26.	1/2 mile N.	Alto, m. b.			200		3			Drifted ashore in dangerous place; pulled clear.
Do.	84.	Muncie Island.	Lounger, slip.	19		1,500		9			Ran aground; floated.
Do.	88.	300 yards SE.	Iola Lowe, m. b.			400		2			Engine disabled; stranded; pulled adrift.
Do.	236.	1/2 mile SW.	Anna, m. b.			150		2			Batteries dead; towed to a slip.
Do.	274.	2 miles NE.	Buster, m. b.			150		1			Engine disabled; towed to harbor.
Oct. 16.	97.	1 mile NE.	J. R. Bodwell, sch.	224	Paving stones.			5	5		Stranded and sunk; landed crew in surfboat; vessel total loss.
Do.	194.	2 miles W.	L. J. Pepper, m. b.			1,000		2			Engine disabled; towed to Southport, N. C.
Do.	253.	2 miles SW.	Marie, m. b.		Fish and nets.	200	\$25	2			Engine disabled; towed to Rockport, Mich.
Do.	258.								1		Proceeded 16 miles in gale and high sea and rescued man marooned on breakwater.
Do.	282.	150 feet S.	Wetona, slip.			500					Dragged anchor and stranded; hauled clear.
Do.	283.	1/2 mile E.	—, slip.			100					Adrift and about to strike breakwater; towed to station and returned to owner.

Do.....	304.....	1 mile SE.....	Diana, m. b.....	.....	500.....	1.....	1.....	Parted steering gear in gale; towed to safety.
Do.....	305.....	3 mile W.....	Jewel-Guard, m. b.....	13.....	3,000.....	3.....	.....	About to strand; passed line on board and checked boat around spit and into safe water.
Do.....	305.....	.....do.....	Immaculate, slip.....	6.....	1,000.....	100.....	5.....	Struck on bar; hauled off and taken to safety.
Do.....	316.....	3 mile N.....	....., m. b.....	.....	700.....	75.....	1.....	Engine disabled; passed line and held boat while repairs were made; boat afterwards stranded and was floated by station crew.
Oct. 17.....	23.....	14 miles E. by N.....	Rogue, m. b.....	.....	1,400.....	.....	.....	Dragged mooring in gale and collided with motor boat idler; pulled clear and turned over to tug.
Do.....	23.....	.....do.....	Idler, m. b.....	.....	2,000.....	.....	.....	Collided as stated in preceding item; turned over to tug.
Do.....	24.....	2 miles N.....	Catherine D., slip. Yt.....	.....	400.....	.....	.....	Parted mooring and stranded; secured by lines, awaiting moderation of wind.
Do.....	25.....	1 mile NE.....	Arrow, slip.....	.....	800.....	.....	.....	Parted moorings in gale; towed to safe anchorage.
Do.....	25.....	3 mile SW.....	Kitnell, m. b.....	.....	2,000.....	.....	.....	Do.
Do.....	25.....	3 mile S.....	Lillian S., m. b.....	.....	1,600.....	.....	.....	Do.
Do.....	25.....	3 mile WSW.....	Mohawk, m. b.....	.....	800.....	.....	.....	Do.
Do.....	25.....	3 mile W.....	Marjorie, slip.....	.....	500.....	.....	.....	Do.
Do.....	25.....	3 mile NE.....	M. Quad, Ywl.....	.....	1,200.....	.....	.....	Do.
Do.....	25.....	3 mile WSW.....	Marion, m. b.....	.....	1,700.....	.....	.....	Do.
Do.....	25.....	3 mile W.....	Evelyn, m. b.....	.....	400.....	.....	.....	Do.
Do.....	31.....	3 mile E.....	....., dory.....	.....	15.....	1.....	1.....	Unable to row against strong wind; towed ashore and succored.
Do.....	32.....	2 miles WNW.....	No. 55, m. b.....	.....	400.....	2.....	2.....	Engine disabled in gale; towed to Provincetown, Mass.
Do.....	82.....	6 miles NW.....	....., m. b.....	.....	300.....	3.....	3.....	Engine disabled; boat in dangerous position; towed ashore.
Do.....	84.....	3 mile E.....	Julia, m. b.....	.....	750.....	1.....	.....	Engine disabled; stranded; pulled clear.
Do.....	232.....	500 feet E.....	Lizzie Metzner, Br. sch.....	130.....	.....	3.....	3.....	Parted moorings in gale and went on ledge; crew landed in breeches buoy; vessel lost.
Do.....	255.....	Near station.....	.....	.....	.....	.....	1.....	Rescued man who had fallen off dock; succor afforded.
Do.....	305.....	24 miles S.....	Dorothy, m. b.....	11.....	6,000.....	.....	.....	Broke away from moorings in heavy sea and went into surf; towed back to moorings.
Oct. 18.....	Scout.....	Victim Island, Wash.....	Deer Harbor, m. b.....	.....	500.....	.....	.....	Batteries dead; towed ashore.
Do.....	5.....	Little Cranberry Island.....	Agnes, m. b.....	.....	600.....	4.....	.....	Parted line and stranded; assisted in floating.
Do.....	5.....	.....do.....	Annie M., m. b.....	.....	550.....	.....	.....	Do.
Do.....	7.....	34 miles NE.....	Dorothy G., m. b.....	18.....	5,000.....	3.....	.....	Mistook buoy and stranded; hauled aloft and docked.
Do.....	25.....	14 mile S.....	Makins, slip.....	.....	200.....	1.....	.....	Dragged anchor and stranded; floated and towed to boat yard.
Do.....	60.....	3 miles SW.....	Evelyn, m. b.....	13.....	2,000.....	1.....	.....	Dragged ashore in gale; pulled aloft.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction from reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1916.											
Oct. 18...	288 and 280	12 miles N.E. by E. station No. 288.	Belle W. Culbert, m. b.	31	Cordwood and ties.	\$2,000	\$175	3			Engine disabled in lake; proceeded 12 miles to vessel and towed her to Sturgeon Bay.
Oct. 19-19.	24	Off Nahant, Mass.	—, m. b.			150					Sunk at anchor in gale; floated and towed to landing.
Oct. 19...	187	Pamlico Sound	—, m. b.			100		1		1	Engine disabled; towed to station; succor furnished.
Do.	235	600 feet N.	Marguerite, m. b.			3,000		2			Blown ashore; floated.
Oct. 20...	28	$\frac{1}{2}$ mile N.	Friendship, slip.			800					Parted moorings and stranded; floated. Boy planned beneath 1,800-pound stone while playing; raised stone, removed boy, administered stimulants, and turned him over to doctor; one leg broken and the other badly injured.
Do.	232	$\frac{1}{2}$ mile E.							1		Broke moorings in gale and stranded; hauled up on beach.
Do.	259	$\frac{1}{2}$ mile S.	Teal, m. b.	5		500					Parted line in gale, picked up when about to go on breakwater and towed to safety.
Do.	280	$\frac{1}{2}$ mile S.	Sitsuki, m. b.			1,500					Parted line in gale; picked up and returned to owner.
Do.	280	do.	—, yawl.			500					Broke adrift and about to go on riprap; picked up and towed to dock.
Do.	284	Milwaukee Bay	—, m. b.			550					Got out of channel and stranded; floated on rise of tide; crew succored.
Oct. 21...	208	$\frac{1}{2}$ miles S.	Limens, m. b.	10		1,000	300	2		2	Engine disabled, drifting out on ebb tide; picked up and towed to wharf.
Oct. 22...	Hartley	San Francisco Bay	Theodore, m. b.			800					Drifted on bar while fishing; ran hawser and pulled boat clear.
Do.	Aoushnet and station 94.	Menemsha Light, Mass.	Progress, sch.	34		5,000		3			Engine disabled; towed to landing.
Do.	12	$\frac{1}{2}$ mile S.W.	—, m. b.			150		5			Engine disabled; stranded; hauled boat up on beach.
Do.	269	4 $\frac{1}{2}$ miles S.	Beatrice, m. b.	6		600		1			Engine disabled; towed to landing.
Do.	273	14 miles WNW	Freida, m. b.			900		3			Lost propeller 14 miles off shore and had to anchor; towed in.
Do.	280	4 miles N.	Sunshine, m. b.	15		2,000		3			Ran on reef in gale; pulled clear.

Do.....	323.....									1	.....	Rescued man caught in ebb tide outside Golden Gate while participating in swimming contest.
Oct. 22-23.	110, 111, and 112.	1½ miles S. station 110.	Estella F., m. b.....	8						3	1	Fouled fish pound net in very rough sea; occupants rescued by boat from station 113; vessel lost.
Do.....	119.....	¼ mile NNE.....	Laura, m. b.....				200			1	1	Stranded; floated; succored master and helped repair engine.
Oct. 23.....	29.....	Brant Rock Beach..	Hydroplane				12,000			2	2	Disabled in flight and compelled to descend; assisted in repairing and launching; overtaken by disaster in surf and a second time hauled out and repaired; launched next day; aviators succored.
Do.....	20.....	8 miles N.....	Skinner, m. b.....				700			3	.....	Broken shaft; towed to Lavaca, Tex.
Do.....	22.....	4 miles NW.....	Baby, slip.....				700			4	4	Capsized in rough sea; rescued crew, righted boat, and towed it to Point Isabel, Tex.
Do.....	255.....	3 miles SE.....	—, m. b.....				500			2	2	Engine disabled; in danger of going ashore; towed to safety.
Oct. 24.....	Tampa and Seminole.	20 miles off Lookout Shoals.	Arapahoe, str.....	4,145	General.....	500,000	350,000			164	.....	Rudder lost at sea; picked up and taken to Old Point Comfort.
Do.....	Apache.....	St. Marys River.....	Augusta, sch.....	54		3,000				3	.....	Stranded; pulled off.
Do.....	231.....	4 miles N.....	Polly, m. b.....			350				2	.....	Engine disabled; towed to Port Aransas, Tex.
Do.....	250.....	1½ miles SW.....	Biscuits, m. b.....		Fish.....	800	90			2	.....	Broken feed pipe; towed to dock.
Do.....	274.....	¼ mile S.....								1	1	Rescued man who had fallen off pier and furnished him clothing.
Oct. 23-25.	305.....	Askiniuk, Alaska.....	Arcio, m. b.....	29		9,000				5	5	Grounded in isolated locality; crew taken off and brought to Nome; but for appearance of cutter might have had to spend winter on vessel, with insufficient provisions.
Oct. 25.....	217.....	¼ mile ENE.....	Greek Girl, sch.....	14		1,500				1	.....	Stranded; pulled aloft and anchored in a safe place.
Do.....	311.....	5 miles WNW.....	—, m. b.....			625				2	.....	Stranded in fog; pulled off on rise of tide and towed ashore.
Oct. 26.....	75.....	¼ mile N. by E.....	J. & C. Hainley, sch..	100	Coal and wood.....	1,000	200			3	.....	Dragged and ran aground; pulled off and anchored.
Do.....	150, 151, 152, 153, and 154.	18 miles SSE. station 150.	E. S. Dickerson, m. b..	33	Oysters.....	3,000	200			2	.....	Made search for motor schooner that had gone away from master several miles offshore when he left it in small boat to rescue his mate, who had fallen overboard; vessel found by boat's crew from stations 153 and 154 and taken into Wachapreague Inlet; after rescuing mate and trying unsuccessfully to get back to his vessel master rowed to land.
Do.....	286.....	¼ mile W.....	Tipperary, m. b.....			12,000				5	.....	Engine disabled; pounding against dock; removed to place of safety.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction from ref- erence to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1916. Oct. 26.....	289.....	1½ miles W.....	Philetus Sawyer, str.....	449.....	Lumber.....	\$12,000.....	\$6,000.....	14.....	12.....	.....	Waterlogged; put into Baileys Harbor and was beached; Oct. 27 helped shift cargo and place pumps; increasing wind drove ashore barge Advance, placed alongside to receive cargo; took 3 men off barge with surfboat under great difficulty; returned to steamer and took off 12 men by lifeboat; Oct. 30 ran lawser and tug pulled barge off, taking her to dry dock; Nov. 2 tug pulled steamer clear, and station crew directed her to safe anchorage.
Do.....	289.....	1½ miles WNW.....	Advance, bge.....	.....	Machinery.....	8,000.....	2,500.....	3.....	3.....	.....	(See item above, case of steamer Philetus Sawyer.)
Oct. 27.....	44.....	Shoveltni Shoal.....	Catawamteak, sch.....	148.....	Paving stone.....	5,000.....	10,000.....	3.....	.....	.....	Stranded; worked afloat and taken into safe waters.
Do.....	265.....	2 miles W.....	—, m. b.....	.....	.....	300.....	.....	1.....	1.....	1.....	Engine disabled in strong wind and rough sea; towed to shelter with difficulty; succor given.
Do.....	288.....	¼ mile SE.....	Stafford, sch.....	201.....	.....	5,000.....	.....	6.....	.....	.....	Unable to make harbor on account of head wind; towed to dock.
Oct. 23-28.....	Onondaga.....	Off Lookout Shoals.....	Edward H. Blake, sch.....	544.....	Mahogany, etc.....	30,000.....	20,000.....	7.....	7.....	.....	Sails carried away and leaking badly; picked up with great difficulty and towed to Hampton Roads.
Oct. 28.....	Bear.....	18 miles off Shismaref, Alaska.....	Sea Wolf, m. b.....	10.....	Mixed.....	3,500.....	1,000.....	4.....	.....	.....	Went ashore in gale; loaned tools for putting vessel in position for launching in spring.
Do.....	15.....	2½ miles SE.....	—, m. b.....	.....	.....	300.....	.....	1.....	.....	.....	Engine disabled; towed to harbor entrance and then turned over to a private boat.
Do.....	25.....	¼ mile SW.....	Auk, m. b.....	.....	.....	500.....	.....	2.....	.....	.....	Engine disabled; towed to Neponset, Mass.
Do.....	86.....	3 miles NNE.....	Lottie, slip.....	.....	.....	500.....	.....	2.....	.....	.....	Stranded; pulled afloat and towed to safe water.
Do.....	152.....	3 miles S.....	W. H. Lang, m. b.....	.....	Clams.....	1,000.....	80.....	8.....	.....	.....	Engine disabled; towed into Neponset Inlet.

Do.	192.	3 miles W.	Hornar, m. b.	51	15,000	4	Stranded; pulled off and conveyed to safe harbor.
Do.	256.	2½ miles SW.	G. C., m. b.		200		A shore and in danger of going to pieces; worked clear and towed to safety.
Do.	306.	Tatoosh Island.	Sea Foam, m. b.		150		Engine disabled; towed into Neah Bay.
Oct. 29.	83.	2 miles E.	Avocet, ywl.	13	1,000	2	Stranded; floated on rise of tide.
Do.	233.	2 miles SW.	Utopia, m. b.		1,800	3	Out of fuel; towed to safety.
Oct. 30.	82 and 83.	2½ miles W. station 82.	Avocet, ywl.	13	1,000	9	Missed stays and stranded; pulled off and towed into channel and anchored.
Do.	241.	¼ mile NE.	—, m. b.		500	3	Fish net about of propeller; cleared.
Oct. 31.	276.	100 yards W.	—, canoe.		45	1	Swamped; picked up occupant and replaced canoe.
Do.	283.	1 mile E.	Paladin, m. b.		1,000	2	Out of fuel; towed to pier.
Do.	306.	1 mile NW.	Helen D., m. b.		500		Drifted into breakers during gale; recovered and towed to station.
Nov. 1.	88.	1½ miles W.	Nassau, m. b.	9	500	3	Stranded; floated after several hours' work.
Do.	192.	3 miles W.	Ace, m. b.		1,000	2	Leaking; towed to port for repairs.
Do.	257.	6 miles NE.	Shamrock, str.	18	1,500	6	Stranded; while the tug Link was trying to float vessel she herself stranded; assisted in floating both vessels.
Do.	257.	do.	Link, str.		1,500	4	(See case of steamer Shamrock, preceding.)
Nov. 2.	Yamaeraw.	Norfolk, Va.	—, m. b.		2,000		Helped put out fire on board naval hospital launch.
Do.	192.	2 miles N.	Clifford Pertin, m. b.	14	2,000	9	Stranded; pulled clear.
Do.	247.	8 miles N.	—, m. b.	10	1,300		Parted towline out in lake; brought safely into harbor.
Do.	247.	do.	Nelly Bly, m. b.	10			Do.
Do.	249.	4 miles N.	—, m. b.		800	4	Crank shaft broken; picked up and towed to harbor.
Oct. 28- Nov. 3.	Seminole and stations 193 and 194.	Cape Fear River Bar	Edlio, lt. str.	2,969	300,000	30	Stranded; pulled off by cutter, station crews and private boats assisting.
Nov. 3.	Mackinac.	St. Marys River.	—, m. b.		1,000	2	Collided with steamer W. H. Bixby, got line in wheel and drifted under steamer's stern; towed to safe berth.
Do.	235.	1 mile W.	Ells S., m. b.		700	4	Engine disabled; towed to safety.
Do.	310.	2 miles NE.	Falmouth, m. b.	5	800	1	Moored in dangerous place; disabled; towed to safety.
Nov. 4.	193 and 194.	Frying Pan Shoals.	E. J. Codd, str.	141	10,000	31	Mistook buoy; stranded; floated on rise of tide and piloted to safe harbor.
Do.	236.	1 mile W.	Ina, m. b.		175	1	Engine disabled; stranded; pulled off and towed to moorings.
Do.	256.	4 miles ENE.	Martin, m. b.		250	1	Engine disabled; towed to harbor and made repairs.
Nov. 5.	12.	½ mile E.	—, m. b.		500	2	Out of fuel; towed to station and leaned supply of gasoline.
Do.	97.	½ mile N.	Anna E., m. b.		800	8	Engine disabled; towed to safe anchorage.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1916.											
Nov. 5.	97.	½ mile NW.	Mary E. Combs, m. b.	13				37			Engine disabled; stranded; helped save motor and equipment; vessel total loss.
Do.	97.	1 mile E.	Scout, m. b.			\$500		3			Engine disabled; towed to safety.
Do.	97.	1½ miles E.	America, m. b.	13		2,000		24	24		Engine disabled in rough sea; passengers in danger; towed to Sandy Hook Bay.
Do.	97, 99, and 100.	¾ mile SE. station 99.	Thomas Carroll, m. b.			800		4	4		Engine disabled in heavy gale; took off the four occupants with lifeboat; launch towed to safety by private boat.
Do.	100 and 101.	2 miles N. station 101	Lucelle, m. b.			200		9			Stranded in high wind and sea; station crew rushed into surf and rescued occupants as boat struck; boat hauled up on beach.
Do.	235.	900 feet W.							1	1	Surfman jumped off pier and supported drowning man until a fisherman in boat came to his aid; succor given.
Do.	297.	¾ mile NW.	Agnes, m. b.			300		1			Propeller broken; towed to a dock.
Nov. 6.	238.	3 miles NNW.	Gladys, m. b.		Fish and nets.	500	\$100	1			Out of fuel; towed to harbor.
Do.	247.	80 rods ESE.	Josephine, m. b.			1,500		2			Engine disabled; towed to shelter alongside dock.
Do.	297.	¾ mile SW.	Leona, m. b.	20		2,000		3			Pounding against dock; ran out anchor and line to hold boat away from dock.
Nov. 6-7.	77.	2½ miles NW.	Hallie F. Burcham, m. b.	6		600		4			Run aground; pulled clear.
Nov. 7.	323.	400 yards E.	—, m. b.			800		2			Engine disabled; towed to station and made repairs.
Nov. 8.	Ossipee.	House Island, Me.	Emma S. Briggs, sch.	294	Coal.	12,000	3,000	5			Stranded; pulled off into deep water.
Do.	82.	3½ miles W.	Phyllis, m. b.	15	Lumber.	1,500	300	2			Stranded; worked clear and towed to safe place.
Nov. 9.	25.	¾ mile E.	Ellen R., m. b.			550		2			Engine disabled; towed to Dorchester, Mass.
Do.	150.	1½ miles WSW.	Edna, m. b.		Fish and nets.	300	125	2			Stranded and filled; recovered nets and equipment, raised boat, and towed it to safety.

Do	174	1/4 mile N.	—, dory			25		4	2	3	Swamped on outer bar; 1 man drowned, 1 swam ashore, 2 rescued; all survivors given restorative treatment; boat and net saved.
Nov. 10	Comanche and station 219.	45 miles SSE. station	F-14, bge	519	Piling.	9,000	7,000	2			F-14 and barge Britannia abandoned at sea by disabled tug Buccaneer; F-14 picked up and taken to port by cutter, members of station crew assisting; crew taken off by tug.
Do	86	2 miles NNE	Bees, m. b.			1,000		6			Stranded; landed occupants, helped float vessel, and piloted her to safe anchorage.
Do	150	3 miles SSW	Marcus, m. b., and tow		Lumber.	500	300	5			Lighter in tow parted line and engine of towing launch stopped; both vessels towed to landing.
Do	256	300 feet S.	Welcome, m. b.	13		1,000		2			Caught fire at dock; scuttled boat to save it; later pumped it out and made repairs.
Nov. 11	25	1/4 mile S.	Sprig, m. b.			1,000		1			Engine disabled; stranded; hauled afloat and towed to mooring.
Nov. 12	4	1 1/4 miles NNW	—, m. b.			150		2			Engine disabled; towed to port.
Do	7	3 1/4 miles NE	Iris, slip			300		1			Sunk in squall; helped raise and beach boat.
Do	31	1/4 mile NNE	—, dory			20		2	2		In rough sea; took occupants off and hauled boat out of water.
Do	240	100 feet S.							1		Rescued 7-year-old girl who had fallen off a pier.
Nov. 13	5	4 miles NNW	—, m. b.			160		1			Engine disabled; towed to mooring.
Do	44	1 mile SE	Evelyn, m. b.			1,000		2			Broken shaft; towed to Chatham, Mass.
Do	311	600 yards NW	Helen, m. b.			700					Parted stern line; in danger of going on rocks; ran line and made vessel secure.
Nov. 14	239	3 miles NW	R. F. C. No. 1, m. b.	12	Fish	4,000	70	4	4		Engine disabled; boat drifting rapidly toward breakwater; towed to dock.
Nov. 15	191	1 mile NW	Rowans, m. b.			1,000		4	4		Steering gear disabled; on lee shore in stiff gale; towed to Moorehead City, N. C.
Do	231	2 1/4 miles NNE	—, scow	400		5,000		1			Struck by tug and capsized; ran line for tug and accompanied it with scow 13 miles to Chicago.
Nov. 17	Guard	Off Waldron Island, Wash.	San Juan II, m. b.	41	General merchandise.	7,000	300	10			Propeller shaft and rudder disabled; towed to Roche Harbor and carried 3 passengers to Friday Harbor.
Do	22	1 1/4 miles NNW	—, m. b.			150		1			Engine disabled; towed to Rockport, Mass.
Do	249	9 miles SW	Monarch, m. b.	5	Fish	1,500	25	4			Engine disabled while lifting nets; towed 6 miles to port.
Do	259	100 yards ENE							1	1	Rescued man who fell from dock into lake; succor afforded.
Nov. 18	232	1/4 mile NW	Alice, m. b.			800		5			Engine disabled; towed to dock.
Nov. 19	26	1/4 miles ENE	—, m. b.			100		1			Do.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction from reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1916.											
Nov. 19.	88.	3 miles SW.	Mystery, m. b.		Sand.	\$200	\$15	3			Engine disabled; stranded; floated and towed to station.
Do.	92.	2 miles S.	Olga, m. b.	14		2,500		18			Engine disabled; towed into Jamaica Bay.
Do.	189.	3 miles N.	Audry, m. b.			350		1			Engine disabled; towed to station.
Do.	217.	3 miles N.	Dodo, m. b.			300		4			Batteries dead; towed to pier at Galveston.
Nov. 20.	35.	3 miles NW.	—, m. b.			500		2		2	Engine disabled; hauled out beyond reach of tide; occupants succored.
Do.	241.	3 miles W.	Wilda, m. b.			4,500		1	1		Engine disabled; anchored in breakers; towed out of danger and taken into harbor.
Nov. 21.	Tampa.	St. Simon Island.	Lampasses, str.	2,943	Merchandise.	240,000	50,000	43			Stranded in thick weather; pulled off.
Do.	41.	1 1/2 miles NW.	—, m. b.			250					Parted moorings and stranded; hauled up on beach.
Nov. 22.	247.	40 rods E.	—, ywl.			50		2	2		Assisted in rescue of light keeper, who had fallen overboard while landing at a dock.
Do.	256.	2 1/2 miles NE.	Lillie R., m. b.	15		800		1			Engine disabled; drifted on reef; released and towed to station.
Nov. 22-23.	263.	5 miles S.	Guess, m. b.			200		2			Engine disabled; proceeded 5 miles to vessel and towed her to Huron Beach.
Nov. 23.	30.	3 miles NW.	Favorite, slip.	8		600		3			Got off course in storm and stranded; floated and towed to Plymouth, Mass.
Do.	53.	3 miles W.	Dunmore, bge.	1,500		10,000		4	4	3	Stranded; after long and arduous effort throughout night, with boat and breeches buoy, finally took all hands off by boat; crew commended by headquarters.
Nov. 24.	District motor boat Moriches.	Near Conklins Point.	Gunning boat.			500					Sunk by high seas; assisted in towing —boat ashore and making repairs.
Do.	25.	1 mile N.	—, m. b.			300					Sunk at moorings; taken to safety.
Do.	58.	125 yards N.	—, m. b.			150					Broke moorings and stranded; floated and hauled out of water.
Do.	81.	4 miles N.	Emma L., catboat.			250		1	1		Carried away mast; recovered spar and sails and towed boat to port.

Do.....	188.....	1½ mile NE.....	—, skiff.....	.....	.....	.....	200.....	1.....	Engine disabled; towed to station land- ing.
Nov. 22-25.	308.....	2 miles E.....	Imperial, m. b.....	Crabs.....	.....	.....	1,500.....	1.....	Engine disabled; stranded; floated after efforts extending over several days.
Nov. 25.....	235.....	4½ miles SSW.....	—, m. b.....	.....	.....	.....	500.....	.....	Broke from moorings and swamped; removed to safety.
Nov. 26.....	Gresham.....	Sankaty Head Light.....	Reliance, m. b.....	13 Fish.....	.....	.....	1,500.....	3.....	Disrupted and engine disabled; towed to Vineyard Haven.
Do.....	Tampa.....	Key West Harbor.....	Yaque, str.....	1,414 Coal.....	.....	.....	250,000.....	27.....	Got out of channel and grounded; towed clear on rise of tide.
Do.....	82.....	4 miles NW.....	Elsie, m. b.....	8.....	.....	.....	3,000.....	3.....	Stranded; pulled clear.
Do.....	84.....	Whig Inlet Bar.....	Wild Thyme, m. b.....	10.....	.....	.....	2,500.....	4.....	Cable fouled wheel; stranded; towed to dock.
Do.....	249.....	2½ miles NNW.....	No. 24, m. b.....	.....	.....	.....	150.....	1.....	Engine disabled; boat adrift on Lake Huron; towed in to a dock.
Nov. 28.....	Seminole and station 191.	6 miles N. station.....	City of Tampa, str.....	385.....	.....	.....	50,000.....	15.....	Stranded; planted kedge and vesse floated on rise of tide.
Do.....	22.....	½ mile SE.....	—, m. b.....	.....	.....	.....	175.....	1.....	Batteries dead; towed to Rockport, Me.
Do.....	288.....	1½ miles NW.....	Belle W. Culbert, m. b.....	Merchandise.....	.....	.....	2,000.....	2.....	Broke rudder chain and stranded; pulled aloft.
Nov. 29.....	274.....	3 miles NE.....	Edna B., m. b.....	Fish.....	.....	.....	150.....	1.....	Batteries dead; towed to a dock.
Dec. 1.....	285.....	9 miles NE.....	Elizabeth G., str.....	24.....	.....	.....	2,200.....	7.....	Engine disabled several miles out in lake; went out twice in night to search for vessel; towed her to harbor.
Dec. 2.....	Golden Gate.....	San Francisco.....	.....	.....	.....	.....	.....	1.....	Rescued man who had walked off a wharf while drunk.
Do.....	188.....	2 miles NE.....	—, skiff.....	.....	.....	.....	250.....	2.....	Engine disabled; towed to landing.
Dec. 3.....	Ossipee and sta- tion 6.	Crabtree Point.....	Rebecca R. Douglas, sch.....	475.....	.....	.....	20,000.....	6.....	Stranded; station No. 6 pumped vessel out, patched leaks, and ran lines; cutter pulled her aloft and towed her to Rockland.
Do.....	30.....	2 miles NNE.....	—, m. b.....	.....	.....	.....	250.....	1.....	Propeller fouled; towed to Green Har- bor, Mass.
Do.....	58.....	1 mile SW.....	—, m. b.....	Fish.....	.....	.....	300.....	3.....	Out of fuel; towed to harbor.
Do.....	235.....	4½ miles SSW.....	—, m. b.....	.....	.....	.....	500.....	.....	Stranded; floated, towed to station, and held for claimant.
Dec. 4.....	194.....	2½ miles SE.....	Wentz L. Roberts, m. b.....	331 Fish.....	.....	.....	6,000.....	16.....	Shaft broken; towed to Southport, N.C.
Do.....	233.....	At station dock.....	—, m. b.....	.....	.....	.....	250.....	.....	Leaking; filled and sunk; pulled out on beach.
Do.....	317.....	Off station.....	—, bgs.....	100.....	.....	.....	500.....	.....	Broke moorings and drifted to sea picked up and secured alongside wharf.
Dec. 5.....	191.....	3 miles SE.....	Bonnie Dixon, m. b.....	.....	.....	.....	800.....	1.....	Engine disabled in breakers; boarded boat, made repairs, and ran her into safe water.
Do.....	192.....	1½ miles W.....	Oleary, m. b.....	.....	.....	.....	2,000.....	2.....	Parted steering gear; made repairs and towed to safe water.
Do.....	247.....	3 miles E.....	—, skiff.....	.....	.....	.....	50.....	3.....	Caught in gale while fishing offshore; brought into harbor.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

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						Vessel.	Cargo.				
1916. Dec. 5.....	258.....	1½ miles E.....	Tiger, m. b.....			\$100.....		2	2		Out of fuel and drifting before gale in Pine Lake; launch Billie went to her assistance and the Billie's engine be- came disabled, leaving her helpless; both boats picked up and towed to Charlevoix.
Do.....	258.....	4 miles E.....	Billie, m. b.....			100.....		2	2		See preceding case.
Do.....	257.....	16 miles NNE.....	—, skiff.....					2	2		Out in lake in gale and unable to row on account of cold; picked up and taken ashore.
Dec. 6.....	9.....	2½ miles S.....	—, m. b.....			200.....		1	1		Engine disabled at sea; picked up and towed to station.
Do.....	50.....	½ mile NW.....	Alice, slip.....			700.....		3	3		Engine disabled in gale and boat about to go on breakwater; towed to wharf.
Do.....	50.....	½ mile WNW.....	Otto, slip.....			500.....		1	1		Broke adrift in gale and went ashore; pulled off and towed to wharf.
Dec. 7.....	179 and 180.....	3½ miles S. by W. station 179.	Marjorie, m. b.....		Mail.....	300.....		4			Stranded in Famicco Sound; floated.
Dec. 7-8.....	280.....	1 mile NW.....	R. G. Cooper, str.....	20		4,500.....		6			Parted chain; stranded and filled; floated on the 8th after much labor.
Dec. 8.....	12.....	Off station.....	—, m. b.....		Fish.....	525.....	\$25	1			Engine disabled while out fishing; towed to Portsmouth, N. H.
Do.....	80.....	½ mile NE.....	—, m. b.....			200.....		4			Engine disabled and boat leaking; towed to Patchogue, N. Y.
Do.....	191.....	2 miles SW.....	Gordon, m. b.....	34		2,000.....		11			Engine disabled; towed to Moorehead City, N. C.
Do.....	221.....	260 yards NW.....	Gladys, m. b.....	11		1,200.....		2			Blown ashore; pulled aloft and se- cured at wharf.
Do.....	221.....	260 yards NE.....	Denver, m. b.....			350.....					Broke from moorings and went ashore; floated and taken to wharf.
Do.....	276.....	Falls of the Ohio.....	Edna, m. b.....			500.....		1	1		Engine disabled; about to go over falls; picked up and towed out of danger; repairs made.
Dec. 9.....	Hartley.....	Fishermans Cove.....							1	1	Rescued man who had fallen from wharf; dry clothing furnished.
Do.....	182.....	1 mile SSW.....	—, m. b.....			150.....		5			Stranded in unsafe position; pulled aloft.

Do.	264.	1/4 mile SE.	City of Glasgow, bgo.	938	2,000	3	Parted lines in strong wind; helped get vessel to dock and make her secure.
Dec. 10.	150.	1 mile W.	—, m. b.	600	600	2	Broke shaft; towed to dock.
Do.	191.	2 miles NW.	Lady Grant, sch.	10 Oysters.	400	3	Stranded; floated and towed to Moorehead City, N. C.
Do.	208.	1 1/2 miles S.	—, m. b.	Fish.	700	6	Engine disabled crossing bar; drifted ashore; pulled clear and towed to Fort Lauderdale.
Dec. 12.	Seneca, Mohawk, stations 112, 113, and 114.	Off Barnegat, N. J.	Sumner, U. S. trans- port.	3,524 Scrap Iron.	332	305	While bound from Canal Zone to New York went ashore in fog near station 113; 15 women and 9 children taken ashore by station 113; 71 persons put aboard Seneca and 210 aboard Mohawk by boats' crews from the three stations and the Seneca; cutters carried to New York persons taken aboard; vessel total loss.
Do.	92.	1/4 mile ESE.	Neva, m. b.	1,000	1,000	2	Engine disabled; towed into Jamaica Bay.
Do.	212.	Santa Rosa Island.	—, m. b.	400	400	2	Batteries dead; stranded; transported occupants part way home and floated boat.
Do.	276.	Falls of the Ohio.	Jumbo, flat.	Coal.	800	4	Adrift; towed to safety.
Dec. 13.	192.	2 miles W.	Sunbeam, m. b.	3,000	3,000	2	Engine disabled; towed to place where repairs could be made.
Dec. 14.	Apache.	Little Cove Point, Md.	Ruth Decker, sch.	123 Lumber.	8,000	4	Stranded; pulled astern.
Do.	McCulloch and station 318.	3 miles N. Eureka, Cal.	H-3, U. S. submarine.	300	500	27	Went ashore in fog; landed crew in breeches buoy; vessel total loss.
Do.	2.	3 miles W.	—, m. b.	11	950	1	Batteries dead; towed to harbor.
Do.	82.	1 mile NE.	Ulrica, m. b.	29	1,500	6	Ran aground; made sail and worked off into deep water.
Do.	191.	1/4 mile NE.	Charlie, m. b.	600	600	13	Engine disabled; stranded; pulled off and towed to Beaufort, N. C.
Do.	311.	2 miles SE.	—, m. b.	75	300	4	Engine disabled and boat in danger of going on rocks; towed to wharf and made repairs.
Dec. 15.	8.	1 1/2 miles N.	—, m. b.	Lobsters.	300	1	Engine disabled; towed to Damscove harbor.
Do.	174.	1 1/2 miles W.	Gogglye, m. b.	300	300	2	Mistook light and stranded; pulled astern.
Dec. 16.	Ossipee.	Ebencook Harbor Me.	Louisa Francis, sch.	73	2,000	4	Stranded; pulled off and towed to harbor.
Do.	50.	1/4 mile W.	Earl, catboat.	9	300	1	Parted mooring and stranded; pulled off and made fast to a wharf.
Do.	301.	600 feet N.	E. A. Clayton, m. b.	264	950	6	Spring leak; assisted in getting boat on beach, pumping her out and making repairs.
Dec. 16-17.	Yamacraw.	Cape Henry.	Edwin R. Kirk, sch.	300	1,500	6	Lost anchors and main chain plates in gale; vessel helpless; towed to Hampton Roads.
Dec. 17.	4.	3 miles N. by W.	Two Sisters, m. b.	300	300	1	Parted lines in storm and stranded; floated and towed to wharf.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

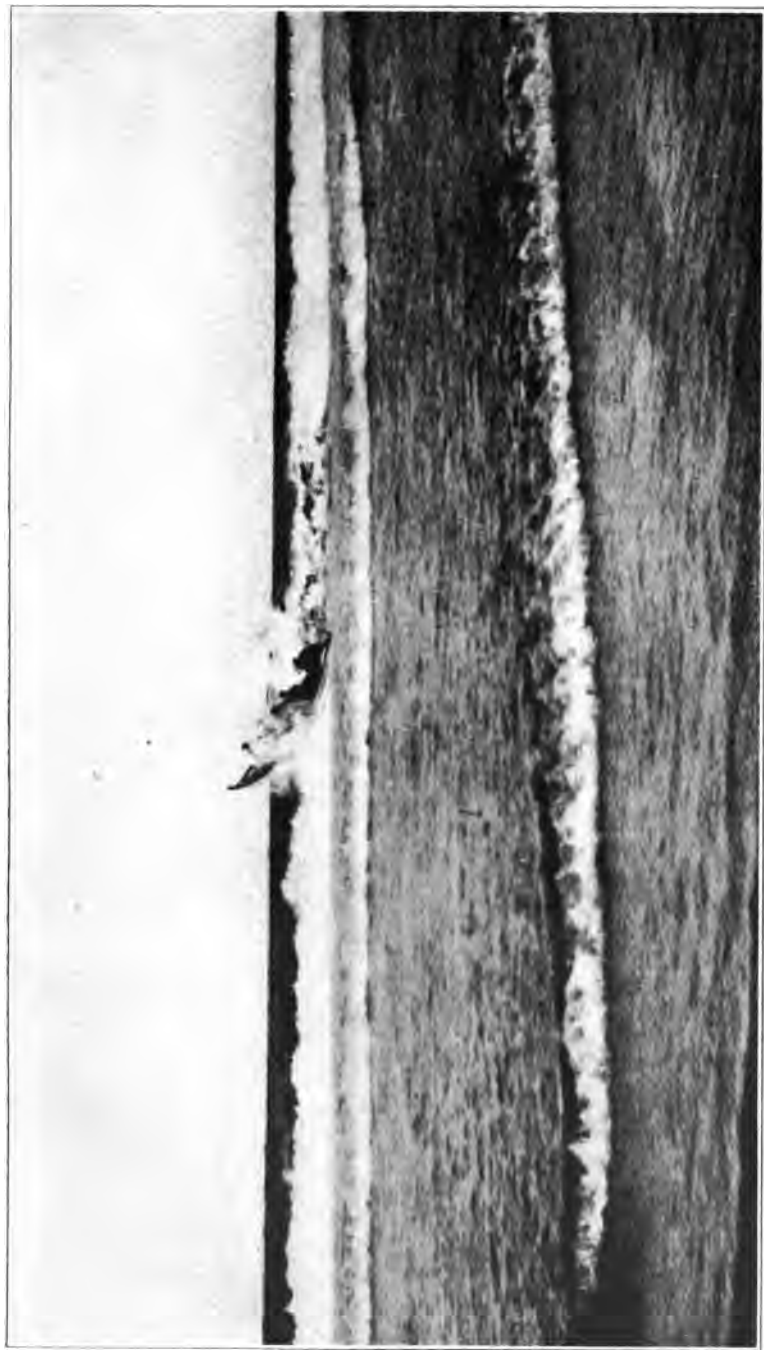
Date.	Name of cutter or No. of station.	Place (distance and direction from reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1916. Dec. 17.	83.	2 miles ENE.	Kathryn, m. b.			\$450					Frozen in ice; helped get boat out on beach.
Do.	257.	400 feet W.	Silver Star, m. b.	9		1,500		1			Jammed against pier by drift ice; removed to safety.
Dec. 18.	221.	2 miles E.	Guyton No. 1, bgs.		Crude oil.	11,000	\$5,500	2	2		Went on rocks of jetty in storm; 2 men washed overboard; rescued; ran line to tug which pulled vessel afloat.
Do.	276.	Falls of the Ohio.	Ed, flat.		Coal.	600	100	4			Parted line and went adrift; picked up and towed to safety.
Dec. 15-18.	Seminole and stations 190 and 191.	Lookout Light, N. C.	Minnesota, sch.	54		8,000		8	8		Ran ashore in gale; crew landed by station 190 and given dry clothing; ran line to cutter, which pulled vessel off; towed by station crews to Moorehead town City on 18th.
Dec. 19.	Yamacraw	Thimble Shoals, Va.	Powhatan, str.	2,838	General merchandise.			54	24	24	Sunk in collision with British steamer Telma Dec. 18; summoned by radio, cutter took off 24 persons and landed them at Norfolk.
Do.	4.	4½ miles NNE.	—, m. b.			260		1			Sunk at moorings; floated and towed to safe place.
Dec. 20.	24.	½ mile SW.	General Grant, slp.			160		2			Trapped in ice; cut channel and pulled boat clear.
Do.	192.	1 mile NW.	Vertine, m. b.			1,500		2			Stranded; pulled off and piloted to sea.
Do.	193.	2½ miles W. by N.	Macushla, m. b.	24		5,000		6			Mistook lights and stranded; floated on rise of tide and towed to safe anchorage.
Do.	193.	2 miles NW. by N.	Echo, m. b.			3,600		2			Lost way in fog and anchored in breakers; towed to safety.
Do.	235.	1 mile S.	rowboat.			60		1			Fast in ice; freed and towed to landing.
Do.	259.	10 miles SE. by E.	Leland, m. b.	12		1,500		14	14		Boat on fire out in lake; occupants without life preservers or means of escape; station crew held their boat alongside and took all hands off; boat's tanks exploded 5 minutes after rescue was accomplished; boat total loss; services of crew commended by headquarters.

Dec. 21.....	194.....	2 miles NE.....	—, small boat.....	.....	.....	100.....	2.....	Lost in fog with engine disabled; towed to station landing.
Do.....	247.....	$\frac{1}{2}$ mile E.....	Lusitania, m. b.....	7.....	.....	1,800.....	3.....	Wheel disabled by ice; towed to dock and furnished facilities for making repairs.
Do.....	266.....	$\frac{1}{2}$ mile W.....	Blackhawk, m. b.....	.....	.....	600.....	3.....	Rudder broken in ice; towed to dock in harbor.
Dec. 20-22.....	193 and 194.....	2 miles NW, by N. station 193.....	Shearwater, m. b.....	.....	.....	3,000.....	3.....	Stranded in fog; removed crew's effects and boat fixtures; on 22d floated flats; mended leaks, and ran her on pier; carried crew to Southport, N. C.; succor afforded.
Dec. 22.....	Apache.....	Tangier Island.....	Lusitania, m. b.....	7.....	.....	1,800.....	3.....	Dredged anchor and went against pier; towed to station and succor afforded.
Do.....	Apache.....	Sharkfin Shoal Light.....	Dewey, m. b.....	18.....	.....	4,000.....	2 2.....	Engine disabled in fresh gale and rough sea; crew sick and helpless; boarded vessel and kept her safe until gale subsided.
Do.....	123.....	2 miles N.....	Little Ed, m. b.....	.....	.....	500.....	1.....	Engine disabled; on lee shore; towed to harbor.
Do.....	152.....	$\frac{1}{2}$ mile SSW.....	Three Brothers, slip.....	.....	Clams.....	100.....	2.....	Stranded, pulled off and towed to harbor.
Do.....	176.....	$\frac{1}{2}$ miles NNW.....	—, m. b.....	.....	.....	200.....	2 2.....	Stranded coming into inlet in gale; pulled off and towed to safety.
Do.....	322.....	1 mile S.....	Anna N., m. b.....	7.....	.....	1,200.....	1.....	Engine disabled; picked up and towed to Sanak, Cal. and succor afforded.
Dec. 22-23.....	Aushnet, and station 50.....	Tarapaulin Cove.....	Mary Duff, Br. bkn.....	179.....	Potatoes.....	10,000.....	7.....	Dredged anchor and stranded; ran lines and pulled vessel off and towed her to Woods Hole, Mass., working pumps en route.
Dec. 23.....	Apache.....	Patuxent River.....	Harriet P. Ely, sch.....	62.....	.....	3,000.....	3.....	Stranded in gale; floated.
Do.....	5.....	2 miles WNW.....	—, m. b.....	.....	.....	125.....	1.....	Stranded; floated with help of fishermen and towed to safe place.
Do.....	5.....	2 miles WNW.....	—, m. b.....	.....	.....	100.....	1.....	In breakers and flitting; hauled up on beach clear of tide.
Do.....	83.....	$\frac{1}{2}$ mile NE.....	No. 68, m. b.....	.....	.....	450.....	4.....	Stranded in gale; floated and made succor near station; succor afforded.
Do.....	84.....	2 miles E.....	Wildwood, slip.....	30.....	.....	600.....	3.....	Stranded in gale; floated by use of windlass, anchor and sail.
Do.....	123.....	2 miles S.....	Loretta, m. b.....	10.....	.....	1,000.....	4.....	Engine disabled at sea; towed to harbor.
Do.....	280.....	$\frac{1}{2}$ mile N.....	—, rowboat.....	.....	.....	.....	5.....	In ice and half full of water; took off all hands and carried them ashore; also saved boat.
Dec. 24.....	47.....	1 mile E.....	Tanminon, catboat.....	.....	Scallops.....	300.....	1.....	Stranded; after landing master floated boat and took her into harbor.
Do.....	304.....	$\frac{1}{2}$ mile N.....	Elvina, m. b.....	.....	.....	2,000.....	2.....	Lost propeller in ice; assisted into harbor to a dock.
Dec. 25.....	12 and 13.....	3 miles SW, station 12.....	—, m. b.....	.....	.....	500.....	1.....	Engine disabled; towed to Portsmouth N. H.
Do.....	76.....	2 miles NW.....	—, m. b.....	.....	.....	500.....	2.....	Caught in moving ice; pulled into clear water.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

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						Vessel.	Cargo.				
1916.											
Dec. 25	263	½ mile W.							1		Intoxicated man in river clinging to cake of ice; rescued, revived and over to police.
Dec. 26	7	4 miles NNW	—, m. b.			\$300		3		3	Engine disabled; towed to anchorage and repaired; succored.
Do.	45	2 miles NW	Ravola, Br. sch.	123				6	5	5	Stranded in gale, becoming total loss, vessel was boarded by crew of sch. Daniel McLoud, ashore in same locality, both crews rescued and succored.
Do.	45	4 miles NW	Daniel McLoud, sch.	295	Coal.			6	6	6	Stranded in gale; crew went aboard British schooner Ravola. (See preceding case.)
Do.	236	½ mile WSW							1		Duck hunter marooned on cake of ice half mile from shore; rescued.
Do.	236	½ mile S.	—, skiff			25		1	1		Fast in ice; towed to pier.
Do.	247	80 rods E.	Stephen Chase, str.	45		6,000		1			Moorings broken by ice; worked to safe place by lines and secured.
Do.	317	2½ miles N.	Charm, m. b.	47	Merchandise.	7,000	\$200	34			Stranded in dark and heavy weather; floated.
Dec. 26-27	212	2 miles E.	—, m. b.			320		4			Engine disabled; dragged ashore; hauled out, taken overland 400 yards and launched in sheltered water.
Dec. 27	Androscoegin and station 40.	2 miles SE. by S. of station.	Fiske M. Hart, Br. sch.	96	Potatoes.	11,000	4,000	7			Lost rudder in gale, compelled to anchor in bad position; station keeper sent for cutter, which towed vessel to safety.
Do.	10	1 mile NE.	—, m. b.			450		3			Engine disabled; towed to Portland, Me.
Dec. 28	176	3 miles NW	—, skiff			50		1	1		Went adrift, leaving man on sand shoal, picked man up and saved boat.
Do.	191	1 mile N.	—, m. b.		Fish.	800	50	2		2	Stranded in fog; took off crew and gave them dry clothing; put crew back on board when life floated vessel.
Do.	323	1 mile W.	—, m. b.			960		1			Engine disabled; towed to safety.
Do.	323	1 mile W.	Rowboat.			100		2	2		About to swamp in gale and rough sea; towed to safety.

PLATE X.



GOING THROUGH THE SURF.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1917.											
Jan. 10.....	192.....	2½ miles N.....	—, m. b.....					1	1	.....	Engine disabled; towed to Swansboro, N. C.
Do.....	323.....	1½ miles E.....	—, m. b.....					1	1	.....	Towed disabled boat to Black Point Cove.
Jan. 11.....	Itasca.....	San Juan, P. R.....	Couchita, m. b.....	9				63	.....	.....	Engine disabled; drifting in channel; towed to dock.
Jan. 12-13.....	189.....	6 miles NE.....	—, m. b.....					160	.....	.....	Went adrift; recovered and returned to owner.
Jan. 12.....	Arcata.....	Near Point no Point.	Boathouse.....					200	.....	.....	Adrift in path of navigation; towed to place of safety.
Do.....	113.....	1½ miles W.....	Gunning boat.....					30	1	1	Caught in ice; taken from boat helpless from cold and succored at station.
Jan. 13.....	Pamlico.....	Neuse River.....	Ruth, m. b.....	4				500	2	2	Engine disabled; boat adrift and occupants suffering from cold; towed to Newbern, N. C.
Do.....	33.....	½ mile NW.....	No. 37, m. b.....					500	2	2	Engine disabled; hauled boat up on beach; succored crew and furnished 1 man dry clothing.
Do.....	318.....	4 miles W.....	Milwaukee, U. S. S.....	9,700				438	320	.....	Stranded while trying to float submarine H-3, becoming total loss; rescued 170 persons by boat and 150 by breeches buoy.
Jan. 15.....	10.....	2 miles NNE.....	—, m. b.....		Fish.....	400	\$20	2	2	2	Broke propeller shaft; sheltered overnight and towed boat to Port land, Me.
Do.....	153.....	1 mile W.....	All-Tuck, m. b.....			250		1	.....	.....	Engine disabled; towed to station and made repairs.
Jan. 16.....	8.....	½ mile SW.....	—, m. b.....			400		1	.....	.....	Engine disabled; towed to harbor.
Jan. 17.....	Carolina, supply boat.	Pamlico Sound.....	—, m. b.....			300		.....	.....	.....	Tender of schooner lost in storm and sunk; raised and restored to vessel.
Do.....	23.....	2½ miles N.....	—, m. b.....		Fish.....	1,100	200	4	4	.....	Caught in ice; tall shaft damaged; freed and towed to wharf.
Jan. 18.....	Scout.....	Puget Sound.....	Myra E., m. b.....		Eggs.....	900	60	1	.....	.....	Engine disabled; towed in to a wharf.
Do.....	23.....	2 miles SSW.....	Endion, m. b.....	61		8,000		5	5	.....	Engine disabled; adrift in strong wind and rough sea; overhauled and towed to Gloucester.

Do.	50.	2 miles W.	Champion, m. b.	11	5,000	2	2	2	2	
Jan. 20.	Arcata.	Middle Point, Wash.	—, dory.		50	1	1	1	1	Lost rudder; rope fouled propeller; drifted day and night, then stranded; rescued and succored occupants. Adrift; mast carried away and boat half full of water; occupants rescued and boat saved. Engine disabled; towed to safe anchorage.
Do.	100.	1½ miles S.	—, m. b.		250	1				Stranded in fog; ran anchor, hove boat off, and piloted her to a wharf. Found at anchor with rudder disabled; towed to Friday Harbor.
Do.	221.	1 mile N.	Gladys, m. b.	11	900	4				Motor boat fast in ice; brought occupant ashore and gave him hot meal. Engine disabled; surfman swam out and found man on board drunk and helpless from cold; took him ashore and put him to bed at a farmhouse. Out of coal while at sea and drifting in gale and snowstorm; picked up and towed to port.
Jan. 22.	Guard.	False Bay, Alaska.	Halcyon, m. b.	12	2,000	4				On fire; beached; pulled off and turned over to private launch.
Do.	113.	2 miles WNW.	Edith, m. b.		1,000	1	1	1	1	Engine disabled; stranded on spit near Umpqua River Bar; towed boat to station; succor and clothing furnished. Stranded; assisted in floating.
Jan. 21-23.	316.	9 miles S.	Santa Clara, slip		950	1	1	1	1	Out of fuel and engine disabled; repaired engine and loaned supply of gasoline.
Jan. 26.	Androscoquina.	Banquereau.	Sable, Br. str.	341	200,000	23	23			Stranded in fog; pounding heavily and half full of water; hove aloft and towed to Boston.
Do.	58.	1 mile W.	Mary Doris, m. b.	5	500	2				Caught in drifting ice; towed to harbor. Warned away from shore by Coston signal.
Do.	95.	4 miles E.	—, m. b.		24,000	6				Engine back-fired, setting fire to boat; flames put out.
Do.	315.	1½ miles SSW.	—, m. b.		500	3				Stranded in fog; station crew ran hawser and cutter pulled vessel off.
Jan. 27.	Talapooa.	Off Perdido Bay, Fla.	Gerolamo Ulloa, lt. str.	2,789	750,000	37				Stranded; ran anchor and helped work vessel afloat.
Jan. 28.	Apache.	Chesapeake Bay.	Mary, m. b.		250	2				Engine disabled; picked up at edge of breakers and towed to safety.
Jan. 30.	Gresham and station 37.	Panet River, Mass.	Annie Perry, sch.	95	7,500	19				Engine disabled; stranded; towed to harbor. Fouled anchor and dragged on shoal; pulled off and taken to safe anchorage.
Do.	Arcata.	Skagit Bay, Wash.	Olga L., m. b.		200	3				
Do.	82.	1½ miles WSW.	Unknown str.							
Jan. 31.	Apache.	Baltimore, Md.	Bye, m. b.	12	2,000	2				
Jan. 30-31.	Acushnet and station 61.	Block Island.	Earle & Nellie, m. b.	24	2,000	6				
Jan. 31.	113.	1½ miles NE.	C. Harvey, m. b.	23	3,000	3				
Do.	157.	3 miles SW.	John B. Robbins, m. b.	19	1,500	2	2			
Feb. 2.	8.	400 yards SW.	Willis A., m. b.		200	1				
Do.	185.	Familico Sound.	Marblehead, sch.	16	550					

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has ref- erence to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1917. Feb. 2.....	203.....	3 miles SSW.....	—, m. b.....			\$375		2	2	2	Rudder lost and leaking in rough sea; occupants suffering severely from exposure; rescued and given succor and clothing.
Do.....	203.....	1 mile SW.....	Omega, m. b.....			250		1	1	1	Batteries dead; lost anchor; stranded; boat floated and anchored and occupants succored.
Do.....	276.....	100 yards NW.....	E. T. S. No. 12, bge.....		Machinery.....	1,500	\$300				Parted line and went over falls; picked up and towed ashore. In performing this service 2 members of station crew were severely frostbitten.
Feb. 3.....	47.....	1 mile NW.....	—, m. b.....			400					In danger of being taken out to sea by ice; broken clear and hauled ashore.
Do.....	48.....	1 mile SE.....	Germania, m. b.....			200		2			Do.
Do.....	48.....	do.....	Grise, m. b.....			400					Engine disabled; boat in danger from ice; towed to harbor.
Do.....	155.....	4 miles SW.....	—, m. b.....			500		1			Caught in drifting ice field; station crew assisted by volunteer soldiers and lighthouse keepers, performed rescue in water-jogged boat under circumstances of great danger; commended by headquarters.
Do.....	234.....	4 miles NE.....	—, rowboat.....					1	1		Stranded; pulls off on rise of tide.
Feb. 4.....	Yamacraw.....	Cape Henry.....	Australind, Br. str.....	5,568	Horses and grain.	600,000	300,000	78			Fast in lee; cut channel to boat and brought it ashore.
Do.....	48.....	1 mile SE.....	—, m. b.....			200					While in tow, overtaken by gale and abandoned by towing vessel; weather bitterly cold; vessel covered with ice; shot line on board with great difficulty and towed schooner to Woods Hole.
Feb. 3-5.....	A Cushnet.....	Off Stone Horse Shoal.....	Rockland No. 7, sch.....	957	Boilers.....	100,000	200,000	4	4		Vessel and crew undoubtedly saved by cutter.

Feb. 4-5...	Apache.....	North Point, Md....	Sea Queen, m. b.....	.....	800	.....	1	1	1	Caught in ice; extricated boat and rescued occupant, who was suffering from hunger and cold; snorer atford.
Feb. 5.....	Yamacraw.....	Fort Wood, Va.....	Sea Dog, m. b.....	.....	500	.....	5	5	.....	Engine disabled; occupants helpless from cold; boat from cutter ran line and slipped anchor chain, and Army tug vessel towed launch to Old Point. Cut vessel clear of ice and towed her to Nantucket, Mass.
Do.....	45.....	2½ miles WNW.....	A. T. Serrell, str.....	73	12,000	.....	8	.....	.....	Caught in ice during gale; cleared and removed to safety.
Do.....	47.....	1 mile N.....	—, m. b.....	.....	250	.....	.....	.....	.....	Filled in gale; boat emptied and removed to safe place.
Do.....	47.....	1 mile NW.....	—, m. b.....	.....	400	.....	.....	.....	.....	Dragged anchor and stranded; ran lines and secured boat to wharf.
Do.....	61.....	½ mile SE.....	Harrist, catboat.....	5	800	.....	2	.....	.....	Adrift in ice; brought crew ashore and furnished supply of water.
Do.....	98.....	1 mile W.....	C. Harvey, sch.....	23	5,000	.....	4	.....	.....	Engine disabled; towed to Atlantic, N. C.
Do.....	189.....	Cove Sound.....	Ivy, m. b.....	.....	150	.....	2	.....	.....	Struck by gale and set afloat; decks awash; crew in desperate plight; picked up by steamer Kala, but lost after towing 80 miles; towed by cutter to Galveston.
Feb. 6.....	Comanche.....	30 miles SE. Neald Bank Light Vessel	Irma Bentley, Br. sch.	383	16,000	20,000	7	7	.....	Fast in ice with both anchors gone and machinery disabled; cleared and towed to Nantucket jetty.
Do.....	Acushnet.....	Nantucket Sound.....	A. T. Serrell, str.....	71	15,000	.....	8	.....	.....	Fast in ice; broke channel, freed boat and moored it in safe place.
Do.....	47.....	½ mile NE.....	—, m. b.....	.....	250	.....	.....	.....	.....	Engine disabled; stranded on lee shore; pulled off on 7th and towed to harbor.
Feb. 5-7.....	123.....	1 mile N.....	Little Ed., m. b.....	.....	200	.....	2	.....	.....	Propeller shaft broken; towed to New Castle, N. H.
Feb. 7.....	14.....	2½ miles N.....	Rough Rider.....	.....	350	.....	1	.....	.....	Engine disabled; towed to safe anchorage.
Do.....	194.....	3 miles SW.....	C. P. Day, m. b.....	.....	2,500	250	2	.....	.....	Broke adrift from tug in gale with rocky coast to leeward; ran hawser and towed vessel to Shelburne, Nova Scotia.
Feb. 4-8.....	Gresham.....	At sea.....	Daylite, Br. sch.....	1,950	250,000	.....	16	16	.....	Dragged ashore by ice; pulled off and towed outside harbor to good offing. Unable to make harbor on account of ice; hauled up on beach.
Feb. 7-8.....	Acushnet.....	Hyannis, Mass.....	Chas. E. Wyman, sch.	234	10,000	.....	5	.....	.....	Do.
Feb. 9.....	32.....	Abreast station.....	No. 1, m. b.....	.....	500	50	2	.....	.....	Do.
Do.....	32.....	100 yards S.....	No. 20, m. b.....	.....	480	50	2	.....	.....	Do.
Do.....	32.....	do.....	No. 26, m. b.....	.....	450	.....	2	.....	.....	Do.
Do.....	32.....	do.....	No. 30, m. b.....	.....	400	60	2	.....	.....	Do.
Do.....	32.....	do.....	No. 36, m. b.....	.....	300	60	2	.....	.....	Do.
Do.....	32.....	do.....	No. 47, m. b.....	.....	450	.....	2	.....	.....	Do.
Do.....	32.....	125 yards S.....	No. 58, m. b.....	.....	500	50	2	.....	.....	Do.
Do.....	32.....	Abreast station.....	No. 62, m. b.....	.....	400	25	2	.....	.....	Do.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has ref- erence to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1917.											
Feb. 9.	32.	100 yards S.	No. 65, m. b.		Fish.	\$500	\$80	2			Unable to make harbor on account of ice; hauled up on beach.
Do.	32.	do.	No. 67, m. b.		do.	400	60	2			Do.
Do.	32.	do.	No. 71, m. b.		do.	400	25	2			Do.
Do.	32.	do.	No. 128, m. b.		do.	450		2			Do.
Do.	32.	do.	No. 128, m. b.		Fish.	350	50	2			Do.
Do.	324.	1 mile NE.							1		Woman jumped through hole in ice, bent on suicide; rescued and given restorative treatment.
Feb. 10.	32.	150 yards S.	No. 43, m. b.		Fish.	450	50	2			Unable to make harbor on account of ice; hauled up on beach.
Feb. 11.	324.	2,000 yards SW	Airplane					1	1		Struck by breaker during experiments on beach and wrecked; drifting to sea with aviator strapped to seat; submarine plunged in and rescued man; submarine also recovered.
Feb. 12.	316.	1 mile NW	—, m. b.		Fish gear and fish.	900	200	2			Stranded in fog; floated.
Feb. 13.	7.	1 mile NE.	—, m. b.			100		1		1	Engine disabled; occupant succored, and boat towed next day to Fort Clyde, Me.
Do.	316.	1 mile E.	—, m. b.		Groceries.	250	25	1			Engine disabled; picked up and towed to safety.
Feb. 14.	Ossipee.	Buckport, Me.	Hiram Lowell, sch.	127		8,000		8			Broken at wharves in Buckport Har- bor, and towed vessel down river to Ossipee.
Do.	do.	Penobscot Bay	Nelson Y. McFarland, sch.	60	Gasoline.	2,000	3,000	4			Frozen in ice; towed to Castine, Me.
Do.	Scout.	President Point, Wash.	Thelma, m. b.		Household goods.	2,000	50	2			Pulled off and anchored; stood by until vessel proceeded.
Do.	235.	14 miles SSW							18		Eighteen fishermen marooned on ice nearly mile offshore; made 8 trips in small boat, landing men, 8 dogs, 4 sledges, and quantity of fish.
Feb. 15.	Pamlico.	Pamlico Sound	Cherubim, sch.	98	Guano and po- tatoes.	3,500	8,000	5			Blown ashore in gale; helped lighter cargo; pulled vessel off and towed her into Pamlico River.

Do.	9.	3½ miles SE.	—, m. b.	—	200	1	Engine disabled; towed to a wharf.
Do.	123.	½ mile NNW.	Dorothy, m. b.	—	300	2	Ran ashore to avoid damage by ice.
Do.	136.	2 miles NE.	—, m. b.	—	2,000	3	Haunted up on beach.
Do.	188.	2 miles NW.	Little Sister, m. b.	6 Oysters	500	75	Fast in ice; cut free and towed to wharf.
Feb. 16.	Apache.	Great Point, Md.	James P. Blaine, sch.	8	1,700	2	Engine disabled; towed to safe anchorage.
Do.	do.	Somers Cove, Md.	Lulu M. Quillin, sch.	129	1,500	3	Fast in ice; cleared and towed to Crisfield, Md.
Do.	do.	Great Point, Md.	Manda W. Fillmore, sch.	9	500	2	Do.
Do.	do.	Somers Cove, Md.	Sophia A. Durm, sch.	31	2,000	3	Do.
Do.	do.	do.	David Goldstrom, sch.	20	2,350	490	Fast in ice; broke channel to Crisfield, Md., schooner following
Do.	162.	300 yards SW	—	—	—	2	Do.
Do.	208.	100 yards SSW	Nimrus, m. b., and bge	—	300	2	A surtman, while skating, rescued a small child that had fallen through the ice.
Feb. 17.	Winnistimet.	Boston, Mass.	—, rowboat.	—	—	1	Caught fire from gasoline while towing barge, both vessels stranding; fire put out, launch proceeded; barge floated on rise of tide.
Feb. 17-18.	Apache.	Horse Hammock, Md.	Virginia, m. b.	81	1,200	8	Fast in ice and in danger of drifting to sea; occupant pennibed and exhausted; towed back to barge to which boat belonged.
Do.	do.	do.	Nannie Gertrude, sch.	—	1,200	2	Unable to proceed on account of ice; way cleared for vessel to Crisfield, Md.
Feb. 18.	do.	Janet Island, Md.	Speed, sch.	46	3,000	3	Fast in ice and short of provisions; floated and towed to Crisfield, Md.
Do.	do.	do.	Sweet, sch.	41	3,000	3	Unable to proceed on account of ice; towed to Crisfield, Md.
Do.	do.	John W. Bowdoin, sch.	77	8,700	1,500	6	Do.
Do.	do.	Great Point, Md.	Corsica, str.	368	75,000	26	Do.
Feb. 19.	Seneca.	The Narrows.	Dustin G. Cressy, sch.	862	—	9	Fast in ice; freed vessel and broke channel for her to Crisfield, Md.
Do.	48.	1½ miles ESE	—, m. b.	—	500	2	Collided with British steamer Valeria, schooner sinking; 4 of crew rescued by boat from cutter; vessel lost.
Feb. 20.	81.	—	—	Fish.	—	1	Out of fuel; stranded; hauled off and towed to harbor.
Feb. 21.	Penrose.	Off Garcon Point.	—	—	—	1	Took care of man unable to find his way in storm, and carried him to main-land in ice scooter.
Do.	6.	1½ miles NE.	Violet, m. b.	—	500	1	Balloon carrying 4 naval officers dropped into bay; rescued all hands and saved balloon equipment.
Do.	249.	7 miles NW.	—	—	—	3	Fast in ice and drifting to sea; freed and taken to harbor.
							Three coast guardsmen, fishing, adrift on ice for 12 hours; picked up by fellow surfmen several miles offshore.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has ref- erence to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1917.											
Feb. 9....	32.	100 yards S.	No. 65, m. b.		Fish.	\$500	\$30	2			Unable to make harbor on account of ice, hauled up on beach.
Do.....	32.	do.	No. 67, m. b.		do.	400	60	2			Do.
Do.....	32.	do.	No. 71, m. b.		do.	400	25	2			Do.
Do.....	32.	do.	No. 128, m. b.		do.	450		2			Do.
Do.....	32.	do.	No. 128, m. b.		Fish.	350	50	2			Do.
Do.....	234.	1 mile NE.							1		Woman jumped through hole in ice, bent on suicide; rescued and given resonative treatment.
Feb. 10....	32.	150 yards S.	No. 43, m. b.		Fish.	450	50	2			Unable to make harbor on account of ice, hauled up on beach.
Feb. 11....	324.	2,000 yards SW.	Airplane.					1	1		Struck by breaker during experiments on beach and wrecked; drifting to sea with aviator strapped to seat; survivor plunged in and rescued man; machine also recovered.
Feb. 12....	316.	1 mile NW.	—, m. b.		Fish gear and fish.	900	200	2			Stranded in fog; floated.
Feb. 13....	7.	1 mile NE.	—, m. b.			100		1		1	Engine disabled; occupant succored, and boat towed next day to Port Clyde, Me.
Do.....	316.	1 mile E.	—, m. b.		Groceries.	250	25	1			Engine disabled; picked up and towed to safety.
Feb. 14....	Ossipee.	Bucksport, Me.	Hiram Lowell, sch.	127		8,000		8			Broke ice at wharves in Bucksport Har- bor, and towed vessel down river to open water.
Do.....	do.	Penobscot Bay.	Nelson Y. McFarland, sch.	60	Gasoline.	2,000	3,000	4			Frozen in ice; towed to Castine, Me.
Do.....	Scout.	President Point, Wash.	Thelma, m. b.		Household goods.	2,000	50	2			Pulled off and anchored; stood by until vessel proceeded.
Do.....	235.	1 1/2 miles SSW.							18		Eighteen fishermen marooned on ice nearly mile offshore; made 8 trips in small boat, landing men, 8 dogs, 4 sledges, and quantity of fish.
Feb. 15....	Pamlico.	Pamlico Sound.	Cherubim, sch.	98	Gum and po- tatoes.	2,500	8,000	5			Blown ashore in gale; helped lighter cargo, pulled vessel off and towed her into Pamlico River.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1917.											
Feb. 22.	276.	100 yards W.	Big Jumbo, flat.	.....	Coal.	\$700	\$240	5	5	.....	Adrift and in danger of going over Falls of the Ohio; towed to safety.
Feb. 23.	Yamacraw.	Currituck Light.	Charles Whittemore, sch.	643	.....	90,000	.....	7	.....	.....	Out of provisions and prevented by gales from reaching port; towed to Lynn Haven Bay, Va.
Feb. 24.	12.	3 miles SE.	May H., m. b.	.....	Fish.	1,500	200	3	.....	.....	Engine disabled; towed to destination.
Do.	123.	14 miles N. by E.	Nardiss, str.	51	.....	2,000	.....	5	.....	.....	Stranded; pulled clear on rise of tide.
Do.	323.	1 mile NW.	....., bge.	15	.....	1,000	.....	.....	.....	.....	Broke mooring and went adrift; ran line to tug, and accompanied barge to wharf and secured it.
Feb. 25.	Seminole.	.....	.....	.....	.....	.....	.....	.....	1	.....	Rescued 6-year old boy who had fallen from a wharf into Pass Fear River.
Do.	191.	1 mile N.	....., m. b.	.....	.....	200	.....	5	.....	.....	Engine disabled and boat drifting toward breakwater; picked up and towed to Beaufort, N. C.
Do.	203.	1 mile W.	....., m. b.	.....	.....	500	.....	3	.....	.....	Engine disabled; stranded; pulled up and towed to destination.
Feb. 25-27.	323.	14 miles NW.	Mars, slip.	.....	.....	.....	.....	.....	.....	.....	Broke mooring and stranded; helped strip vessel; totally lost.
Feb. 28.	Gresham.	Long Point, Mass.	Gertrude de Costa, sch.	105	Ice and bait.	17,000	500	17	.....	.....	Fast in ice in dangerous position; helped break channel to vessel; she then proceeded to sea.
Do.	182.	1 mile NW.	Emma, m. b.	.....	.....	500	.....	2	.....	.....	Parted mooring and stranded; floated after several hours' hard work.
Mar. 2.	7.	31 miles NE.	....., slip.	.....	.....	175	.....	.....	.....	.....	Sunk by ice at mooring; raised and secured at a wharf.
Do.	48.	11 miles ESE.	Gertrude, m. b.	.....	.....	400	.....	1	.....	.....	Stranded; floated after repeated effort.
Do.	123.	11 miles ENE.	Endeavor, m. b.	11	.....	2,500	.....	4	.....	.....	Engine disabled; unable to make harbor against tide; towed in.
Do.	123.	1 mile SSE.	Dorothy, stiff.	.....	Fish.	250	10	2	.....	.....	Engine disabled; stranded; hauled out at beach.
Do.	189.	14 miles N.	Silver Spray, m. b.	20	Corn and cotton seed.	1,200	150	2	.....	.....	Stranded Feb. 2 in snowstorm; shifted cargo and floated vessel on this date.
Do.	191.	1 mile N.	Sarah Wilson, sch.	15	Oysters.	400	90	4	.....	.....	Parted main sheet and went on breakwater; pulled clear and towed to Beaufort, N. C.

Mar. 3.....	Carolina (supply boat).	4 miles SSE. Marshy Light.	Hooper, mail boat.	.....	2,000	.....	2	.....	Flying distress signals; out of fuel; supply furnished.
Do.....	281.....	2½ miles N.	—, stiff.	.....	10	.....	1	1	Caught in ice outside harbor; found occupant in exhausted condition and brought him ashore.
Mar. 4.....	22.....	16 miles ESE	Philomena, str.	39 Fish.....	6,000	250	8	.....	Machinery disabled while returning from fishing grounds; picked up 3 miles outside harbor and towed in.
Mar. 5.....	Carolina (supply boat).	Pasquotank River.	Roanoke, m. b.	.....	500	.....	2	.....	Dragged anchor, stranded, and sunk; pumped out, towed to Elizabeth City, N. C., and restored to owner.
Do.....	14.....	1 mile SSE.	Two motor boats.	.....	1,200	.....	.....	.....	Boats about to break mooring in gale; ran new lines and made them secure.
Do.....	19.....	3 miles S.	.....	.....	.....	.....	1	1	Found old man suffering with cancer in shack on beach; summoned doctor and took man to cottage through heavy snowdrifts, where he could be cared for until storm subsided.
Do.....	22.....	600 yards N.	Three rowboats.	.....	350	.....	.....	.....	Broke from moorings and capsized; recovered and hauled out on shore.
Do.....	163.....	2 miles NE.	Mutt, m. b.	Machinery.....	400	100	8	8	Engine disabled; drifting to sea; picked up and taken ashore.
Mar. 6.....	280.....	¾ mile S.	.....	.....	.....	.....	.....	1	Caught and turned over to policeman a man bent on drowning himself.
Mar. 6-7.....	113.....	¾ mile N. by W.	C. Harvey, m. b.	23 Wreck stuff.....	3,000	5,000	4	.....	Dragged ashore; assisted in floating, and pumping out.
Mar. 7.....	276.....	300 yards NE.	Dixie, m. b.	.....	150	.....	.....	.....	Adrift; towed ashore and made fast.
Mar. 8.....	139.....	2 miles ENE.	Edgewater, bge.	864 Coal.....	20,000	12,000	3	.....	Assisted crew of vessel in putting out fire on board.
Do.....	191.....	2½ miles SE.	J. R. Dixon, m. b.	11.....	1,000	.....	1	1	Engine disabled; boat in surf; towed out of danger; succor afforded.
Do.....	285.....	1 mile N.	.....	.....	.....	.....	.....	1	Prevented a woman from drowning herself.
Do.....	316.....	1 mile N.	—, m. b.	.....	250	.....	2	.....	Engine disabled; adrift; towed to safety.
Mar. 9.....	12, 15, 16.....	2 miles W. sta. 15.	—, m. b.	.....	300	.....	2	.....	Engine disabled; went on rocks; patched hole in bottom; launched boat, and towed her to Portsmouth, N. H.
Mar. 10.....	153.....	3 miles E.	New Comer, m. b.	.....	2,000	.....	7	.....	Engine disabled; towed to Wachapreague City, Va., for repairs.
Mar. 11.....	Tybee.....	Savannah, Ga.	Two barges.	Coal.....	10,000	4,000	.....	.....	Broke adrift from wharf and went ashore; floated and turned over to tug.
Do.....	Toga.....	Baltimore, Md.	Sentinel, str.	76.....	70,000	.....	9	.....	Open sea valve caused vessel to sink; siphoned out.
Mar. 12.....	10.....	4 miles E.	—, m. b.	.....	300	.....	1	1	Lost rudder in rough sea and heavy wind; towed to station.
Do.....	279.....	300 yards E.	Pinta, caravel.	.....	1,000	.....	.....	.....	Leaking badly and about to sink; assisted in pumping vessel out.
Mar. 15.....	48.....	7 miles ESE.	Vera, m. b.	Fish.....	700	50	3	.....	Engine disabled; towed several miles to Nantucket, Mass.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

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						Vessel.	Cargo.				
1917.											
Mar. 15.....	319.....	2 miles W.....	—, m. b.....	250.....				1.....	1.....		Engine disabled; towed to landing at Arena Cove.
Mar. 16.....	285.....	$\frac{1}{2}$ mile E.....	—, rowboat.....			\$25.....		2.....	2.....		Broke oar on way to attend nets; boat taking water over bow; picked up and taken to station.
Do.....	308.....	$\frac{1}{4}$ miles S.....	Fray, m. b.....			1,000.....		2.....	2.....		Lost propeller; towed to harbor.
Mar. 17.....	226.....	$\frac{1}{2}$ mile SSW.....	—, skiff.....			25.....		2.....	2.....		Fast in lee; extricated and towed to pier.
Mar. 18.....	285.....	1 mile SE.....	Fisher, m. b.....			100.....		1.....	1.....		Batteries dead, boat drifting seaward in freezing weather; picked up and towed into harbor.
Do.....	Golden Gate.....	San Francisco Bay.....	E. P. Ripley, str.....	170.....		60,000.....		6.....	6.....		On fire in ferry slip; fire put out.
Mar. 19-20.....	Yamacraw and station 157.....	Off Cape Charles.....	Henry H. Grant, sch.....	248.....	Wood.....	4,000.....	\$1,300.....	7.....	7.....		Water-logged; station crew took crew off and on 20th put them aboard cutter, which came and took vessel in tow.
Mar. 20.....	190.....	2 miles NW.....	—, m. b.....			300.....		2.....	2.....		Engine disabled; towed into Lookout Right.
Do.....	279.....	24 miles N.....	Comet, m. b.....			800.....		3.....	3.....		Aground on bar; floated.
Do.....	310.....	24 miles NE.....	—, m. b.....	5.....		600.....		1.....	1.....		Engine disabled; boat about to swamp; towed to safe mooring.
Mar. 20-21.....	Yamacraw.....	Off Hog Island and station 155.....	Bay View, str.....	1,399.....		150,000.....		22.....	22.....		Stranded; seriously damaged by pounding; crew and effects landed; later assisted tugs in floating vessel.
Mar. 21.....	191.....	1 mile N.....	Mamie, m. b.....			200.....		3.....	3.....		Engine disabled; towed to Morehead City, N. C.
Mar. 22.....	Guard.....	Lawson Reef, Alaska.....	Kataboon, m. b.....	29.....	Stores.....	7,000.....	300.....	9.....	9.....		Engine disabled; dangerously near reef; towed to wharf.
Do.....	84.....	14 miles ESE.....	Emma M. Robinson, sch.....	63.....		3,000.....		3.....	3.....		Stranded, due to tide; hauled off.
Mar. 23.....	123.....	4 miles N. by E.....	Howdy Pa, m. b.....			500.....		2.....	2.....		Ran on submerged piling; worked clear at high water.
Mar. 24.....	283.....	$\frac{1}{2}$ mile W.....	F. Dierssen, m. b.....	14.....		2,300.....					Leaking at dock and about to sink; pumped out and leak stopped.
Mar. 25.....	21.....	8 miles S. by W.....	Edward Trevooy, sch.....	93.....	Sand.....	2,500.....	200.....	4.....	4.....		Foiled anchor and stranded; assisted crew of that vessel.
Do.....	238.....	12 miles ENE.....	Louise Driscoll, m. b.....	10.....		1,500.....		2.....	2.....		Engine disabled; towed to harbor.

Do.....	240.....	1/4 mile NW.....	Redwing, subboat.....	.....	.....	40.....	.....	4.....	2.....	2.....	Sheet fouled while trying to enter harbor and boat capsized; occupants taken from alongside; given restorative treatment.
Mar. 26.....	187 and 188.....	3 miles S. station 187	Charlotte W. Miller, sch.	295.....	Dyewood.....	7,000.....	20,000.....	6.....	.....	.....	Water-logged; pumps disabled; ran vessel into shallow water and helped make repairs.
Do.....	212.....	2 miles E.....	....., m. b.....	.....	Fish.....	300.....	20.....	4.....	.....	.....	Engine disabled; dragging ashore; tied 40 yards overland and launched in sheltered water.
Do.....	273.....	8 miles SW.....	Merry Abby, m. b.....	9.....	Nets and fish.....	800.....	550.....	3.....	.....	.....	Engine disabled; towed to dock.
Mar. 27.....	Arcaata.....	Puget Sound.....	Kloah, m. b.....	132.....	General.....	12,000.....	200.....	8.....	.....	.....	Engine disabled; vessel on lee shore; towed to berth in harbor.
Mar. 27-28.....	217.....	1 mile NNW.....	Dallas, m. b.....	.....	.....	2,000.....	.....	2.....	.....	.....	Engine disabled; stranded; floated on rise of tide and towed to pier at Galveston.
Mar. 28.....	4.....	5 miles NNE.....	Maine, sch.....	.....	.....	500.....	.....	.....	.....	.....	Dragged and went on ledge; pumped out; floated and taken to anchorage.
Do.....	288.....	1 1/2 miles S.....	....., m. b.....	.....	.....	500.....	.....	1.....	1.....	.....	Engine disabled out in lake; boat in danger of swamping; towed to harbor.
Do.....	311.....	5 miles NW.....	Frances, m. b.....	.....	.....	725.....	.....	2.....	.....	.....	Engine disabled; floated on rise of tide and towed through breakers to another boat which took boat to shelter.
Mar. 29.....	152.....	2 miles SE.....	....., m. b.....	.....	Clams.....	450.....	100.....	3.....	1.....	.....	Engine disabled; towed to station and made repairs; medical aid given sick member of crew.
Do.....	281.....	1 1/2 miles S.....	....., row boat.....	.....	.....	75.....	.....	1.....	1.....	.....	Prevented by strong wind from rowing ashore; towed in to a pier.
Mar. 30.....	1.....	2 1/2 miles NE.....	Two Boys, m. b.....	5.....	.....	400.....	.....	2.....	.....	.....	Engine disabled; drifted ashore; pulled clear and towed to dock.
Do.....	30.....	2 miles E. by N.....	....., m. b.....	.....	.....	250.....	.....	2.....	2.....	.....	Engine disabled; towed to safe anchorage and cared for boatman overnight.
Do.....	241.....	1 1/2 miles N.....	....., m. b.....	.....	.....	450.....	.....	3.....	.....	.....	Engine disabled; drifting into lake; towed to harbor.
Mar. 31.....	82.....	1/4 mile N.....	Phyllis, m. b.....	15.....	.....	1,500.....	.....	10.....	.....	.....	Engine disabled; struck shoal; took occupants off; started engine, and floated boat.
Do.....	84.....	1 1/2 miles E.....	A. M. Smith, sch.....	16.....	.....	1,200.....	.....	2.....	.....	.....	Stranded; floated by aid of sails and windlass.
Do.....	281.....	1/4 mile N.....	Canoe.....	.....	.....	30.....	.....	3.....	3.....	.....	Picked up 3 men from alongside capsized canoe; also saved canoe.
Do.....	310.....	8 miles SW.....	Bull Moose, m. b.....	.....	.....	625.....	.....	2.....	2.....	.....	Outside Columbia River entrance, one launch out of fuel, the other with engine disabled; towed in over bar.
Do.....	310.....	8 miles SW.....	Flirt, m. b.....	.....	.....	725.....	.....	2.....	2.....	.....	Do.
Apr. 2.....	144.....	2 miles SSE.....	....., m. b.....	.....	.....	750.....	.....	2.....	.....	.....	Engine disabled; repaired twice; cared for boatman over night.
Apr. 3.....	152.....	2 miles N.....	Catherine, m. b.....	.....	Cable.....	2,000.....	50.....	2.....	.....	.....	Stranded; pulled off and towed to safe anchorage.
Apr. 4.....	75.....	1/4 mile NE.....	Aoe, m. b., and tow.....	.....	Oysters.....	1,000.....	1,700.....	2.....	2.....	.....	Stranded; pulled afloat.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

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						Vessel.	Cargo.				
1917.											
Apr. 4.	152.	½ mile S.	Howard, m. b.			\$350		4			Stranded, crossing bar; pulled aboard and towed inside.
Do.	155.	6 miles E.	—, m. b.			2,000		7			Out of fuel while attending nets; towed to station and started engine.
Do.	316.	4 miles W.	—, m. b.	7		2,200		3	3		Engine disabled; outside Coos Bay Bar in rough weather; towed in.
Apr. 5.	75.	½ mile NE.	Nemezis, m. b.			300		2			Ran aground; floated and anchored in safe place; brought occupants ashore.
Do.	155.	6 miles N.	Catherine, m. b.			2,000		3	3		Anchor failed to hold and boat drifted into dangerous position on lee shore; towed to safe water.
Do.	240.	5 miles SW.	Ranney No. 2, m. b.	15	Fish.	500	\$50	4	4		Propeller fouled by nets; boat 2 miles off shore in rough sea; towed to harbor.
Do.	276.	½ mile W.	7 motor boats			2,925					About to be run down by steamer in gale; removed to place of safety.
Apr. 6.	14.	1 mile S.	Selma boat			200					Overturned; righted and bailed out.
Do.	23.	600 yards N.	H-4, m. b.			60,000					Parted mooring and stranded; pulled into deep water and towed to Gloucester.
Do.	235.	½ mile WNW.	Theodore E. Cowles, str.	33		18,000		11	3		Past in ice while on way out to water-works crib; took off 6 men and landed them on crib and brought 3 men from crib into harbor.
Apr. 7.	Itasca.	San Juan, P. R.	K-D-III, Ger. str.		Coal.	200,000	50,000	10			Vessel interned; went aboard and arrested crew engaged in destroying machinery and trying to sink vessel; sea valves closed and sinking prevented.
Do.	23.	5 miles ENE.	Robert & Edwin, str.	30		8,000		6			Boiler supply pump broken, leaving vessel adrift; towed to Gloucester.
Do.	25.	½ mile SSW.	Margadal, m. b.			600		4			Engine disabled; towed to safe anchorage.
Do.	82.	400 yards N.	Point o' Woods, str.	45	Furniture, etc.	15,000	500	42	39		Dragged anchors in gale and collided with dock; took off passengers by boat; ran anchor and got vessel clear.

Do.....	84.....	1/4 mile NW.....	Nattie, m. b.....	.....	.....	280	.....	2	.....	Struck shoal in gale; worked afloat with difficulty and sent on way.
Do.....	133.....	1 mile NE.....	—, m. b.....	.....	.....	400	.....	2	2	Engine disabled; boat drifting to sea; picked up and towed to harbor.
Apr. 8.....	98.....	1 mile WNW.....	Jesso, m. b.....	.....	.....	300	.....	4	.....	Engine disabled; drifting toward lee shore; towed to safety and warned to procure proper equipment for boat.
Do.....	235.....	1 1/4 miles NW.....	L. H. S. No. 121, m. b.....	.....	.....	1,200	.....	2	.....	Engine disabled; towed to dock in Buffalo Harbor.
Apr. 9.....	Mackinac.....	The Soo, Mich.....	Illinois, str.....	99	.....	50,000	.....	4	.....	Do.
Do.....	do.....	L. C. Sabin, str.....	Minnesota, m. b.....	98	.....	50,000	.....	4	.....	Broke adrift and stranded; recovered and returned to owner.
Do.....	194.....	4 1/4 miles NE.....	Miner, m. b.....	.....	.....	1,000	.....	.....	.....	Engine disabled; stranded; assisted in floating.
Do.....	212.....	5 miles E.....	Idler, m. b.....	9	.....	1,500	.....	2	.....	Stranded while leaving harbor; planted anchor and hove vessel clear after several hours' work.
Apr. 10.....	Itasca.....	San Juan, P. R.....	Philadelphia, str.....	2,520	General.....	400,000	300,000	113	.....	Pounding on bottom at dock; taken to safe mooring.
Do.....	247.....	40 rods E.....	—, m. b.....	.....	.....	350	.....	.....	.....	Line in propeller; stranded; towed to safety.
Do.....	285.....	1/4 mile E.....	Sonoma, m. b.....	.....	.....	500	.....	2	.....	Alack; in danger of sinking; bailed out.
Do.....	304.....	200 yards NW.....	Houseboat.....	.....	.....	3,000	.....	3	.....	Out of fuel; anchored offshore; towed to harbor and dock.
Apr. 11.....	247.....	4 miles NE.....	—, m. b.....	.....	.....	450	.....	.....	.....	Machinery disabled; towed 2 miles to dock.
Do.....	316.....	1/4 mile E.....	Thelma, m. b.....	8	General.....	1,200	50	1	.....	The Leonore and the Nasselle (following) were bound from Willapa Bay to Astoria. While trying to cross in over Columbia River Bar the Leonore sprung a leak and swamped. The Nasselle took her crew off and sought safety aboard the Columbia River lightship, from which place they were conveyed in next day by crew of station 310. Crew of station 309 towed hull of Leonore ashore and saved wreckage from her valued at \$1,200.
Apr. 10-12.....	309.....	Columbia River Bar.....	Leonore, m. b.....	13	.....	2,500	.....	3	.....	(See preceding item.)
Do.....	310.....	do.....	Nasselle, m. b.....	8	.....	2,000	.....	2	.....	Engine disabled; stranded; towed to Danisore Harbor, Me.
Apr. 12.....	8.....	1 mile SW.....	—, m. b.....	.....	.....	200	.....	2	.....	Engine disabled; boat went on beach; hoisted and towed to Fairport Harbor, Ohio.
Do.....	238.....	8 miles E.....	Ray & Ray, m. b.....	6	Fish.....	300	5	2	.....	Drifting ashore; occupant drunk; towed to safety.
Apr. 14.....	8.....	5 miles N. by E.....	—, m. b.....	.....	.....	200	.....	1	1	Line in propeller; stranded; hauled off and taken to harbor.
Do.....	266.....	1/4 mile S.....	Vern L., m. b.....	9	Gravel.....	500	5	2	Engine disabled; stranded; pulled
Apr. 17.....	217.....	5 miles NW.....	Annetia, m. b.....	10	3,000	3	Laotat.

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						Vessel.	Cargo.				
1917.											
Apr. 18.....	153 and 156.....	3 miles S. by E. station 155.	Eugenie, m. b.....	30		\$10,000		6	6		Stranded in exposed position; seas breaking over vessel; took off occupants; later floated vessel and took her to harbor.
Do.....	241.....	1 mile NE.....	Henrietta, m. b., and scow.			200		3			Launch unable to make headway in squall; brought scow into harbor.
Do.....	287.....	8 miles SE.....	Elsa M., str.	14		4,260		4			Engine disabled; helped tow vessel to harbor.
Apr. 19.....	75.....	$\frac{1}{4}$ mile NE.....	Rolliola, m. b.....	7		1,500		1			Stranded; floated and piloted to West-hampton, N. Y.
Do.....	153.....	2 $\frac{1}{2}$ miles NE.....	Newcomer, m. b.....		Fish.	2,000	\$200	7			Lost propeller; towed to safe mooring.
Do.....	236.....	$\frac{1}{4}$ mile SW.....	Ida, m. b.....	5		2,500		4			Propeller struck log, disabling shaft; picked up and towed to moorings.
Apr. 20.....	Seminole.....	Brunswick, Ga.....	Nevisian, Br. str.....	4,067	General.....	500,000	2,000,000	48			Stranded; floated and towed to safe anchorage.
Do.....	Itasca.....	San Juan, P. R.....	Small boat.....			25		2	2	2	Capsized; picked up occupants (boys), and after drying their clothes aboard cutter, landed them and their boat.
Do.....	9.....	$\frac{1}{4}$ mile NE.....	—, m. b.....		Lumber.....	250	50	2			Engine disabled; drifting seaward; towed to Fort Popham.
Do.....	193 and 194.....	2 $\frac{1}{2}$ miles NW by N. station 193.	Desire, m. b.....	73		30,000		7			Engine disabled; stranded; assisted in floating and piloted to Southport, N. C.
Apr. 21.....	265.....	7 miles W.....	Ida, str.....	10	Fish.....	1,500	75	2			Engine disabled; adrift in lake; towed 10 miles to Ludington, Mich.
Do.....	273.....	1 mile SSW.....	Merry Abbe, m. b.....	9		1,025		3			Engine disabled; towed to dock.
Apr. 22.....	84.....	$\frac{1}{4}$ mile NE.....	Wild Thyme, m. b.....	10		2,500		8			Stranded on bar; pulled clear.
Do.....	265.....	5 miles WSW.....	Irene R., fish boat.....	9		800		2			Engine disabled; adrift in lake; towed 8 miles to Ludington, Mich.
Apr. 23.....	Tampa.....	Off Cape Florida.....	Munabro, str.....	3,197	Coal.....	500,000	70,000	35			Went on reef Apr. 19; floated on 23d, after repeated attempts.
Do.....	239.....	$\frac{1}{4}$ mile SW.....	—, scow.....	20		500					Went adrift; towed to station and returned to owner.
Apr. 24.....	269.....	4 $\frac{1}{2}$ miles NE.....	—, m. b.....			100		1			Engine disabled; towed to a dock.
Apr. 24-25.....	130.....	$\frac{1}{4}$ mile NE.....	—, m. b.....			2,000		4		4	Stranded; brought all hands ashore and cared for them overnight; treated master, who was ill, and member of

Apr. 25	Mackinac.....	St. Marys River.....	Betty C., m. b.....			500	8	crew suffering with injured hand; brought boat to a wharf and next day piloted party out over bar to sea.
Do.....	4.....	13 miles NNE.....	Olive Cummings, m. b.....			400	1	Engine disabled; drifting in strong breeze and rough sea; towed to a dock.
Do.....	306.....	4 miles S.....	Condor, m. b.....	Crabs.....		2,000	1	Capsize and sunk, drowning only person on board; raised boat and towed her to harbor.
Apr. 26	22.....	$\frac{1}{2}$ mile NE.....	—, m. b.....			500	2	Lost rudder; towed to harbor.
Do.....	238.....	2 miles W.....	Cricket, m. b.....		10	1,500	2	Out of fuel; adrift; towed to Rockport, Me.
Do.....	241.....	14 miles NE.....	—, m. b.....	Fish.....		800	3	Engine disabled; adrift in lake; towed in to a dock.
Apr. 27	5.....	6 miles WNW.....	Ardath, m. b.....	8		700	2	Do.
Do.....	258.....	7 miles N.....	Ethel S., m. b.....			3,000	3	Got out of channel; stranded; pulled afloat.
Do.....	264.....	$\frac{3}{4}$ miles N.....	Alberta, m. b.....			150	1	Engine disabled out in lake; towed to harbor.
Do.....	283.....	$\frac{3}{4}$ miles NE.....	Andrew H. Green, str.....		96	10,000	10	Batteries dead; picked up and towed to port.
Apr. 29	23.....	14 miles SE.....	Water Witch, m. b.....		16	2,300	6	Stranded; worked free after several hours' effort.
Do.....	25.....	$\frac{1}{2}$ mile SW.....	Jessie P., slip.....		9	500	4	Engine disabled; towed to Gloucester for repairs.
Do.....	193.....	$\frac{3}{4}$ miles N. by W.....	—, m. b.....			300	6	Engine disabled; towed to safe anchorage.
Do.....	283.....	7 miles N.....	—, slip.....			200	4	Sighted; carried party to Southport, N. C.; floated boat next morning.
Apr. 30	317.....	$\frac{1}{2}$ mile N.....	Charm, m. b.....	Merchandise.....	47	7,000	16	Driven ashore in storm and darkness; floated and towed to station.
May 1	190.....	5 miles NW.....	Fish Hawk, m. b.....	11		600	3	Engine disabled; stranded; ran line and floated vessel.
Do.....	239.....	$\frac{1}{2}$ mile NW.....	R. F. C. No. 1, m. b.....	15		2,000	6	Engine disabled; anchor lost, and about to go in breakers; towed to Lookout Light.
Do.....	241.....	$\frac{1}{2}$ miles N. by W.....	Case, Br. str.....	2,278			8	Engine disabled; towed to dock.
Do.....	304.....	1 mile SW.....	Allour, m. b.....			600	1	On fire 21 miles from station; beached to save crew; vessel lost; crew landed in East Sister Island; took crew off island, brought them to station, and gave them food, shelter, and clothing.
May 2	30.....	2 miles E.....	Isabella, m. b.....			1,200	2	Engine disabled; towed to place of safety.
Do.....	190.....	3 miles NW.....	Dixie, m. b.....	Fish.....	7	400	3	Out of fuel; towed to Duxbury, Mass.
Do.....	273.....	2 miles N.....	Mary G., m. b.....	9		1,580	3	Engine disabled; towed to Lookout Light.
Do.....	308.....	6 miles S.....	—, m. b.....	Crabs.....		500	1	Machinery disabled; towed to a dock.
May 3	Mackinac.....	Little Rapids Cut.....	J. R. D., m. b.....	5		150	2	Engine disabled; towed to Tokeland, Wash.
								Out of fuel; adrift; towed to dock.

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						Vessel.	Cargo.				
1917.											
May 3.....	7.....	4½ miles NE.....	Newcastle, str.....	83.....		\$20,000		3.....			Mistook buoy and stranded; pulled off on rise of tide, and plotted clear of danger.
Do.....	279.....	½ mile E.....	—, m. b.....			200		3.....			Engine disabled on way in from water-works crib; towed to harbor; also towed out to crib with 3 workmen on board.
May 4.....	313.....	3 miles NW.....	Jack Burnham, m. b.....	15.....	Potatoes.....	3,000	\$1,500	4.....			Lost propeller; towed to Newport, Oreg.
May 5.....	Mackinac.....	St. Marys River.....	—, rowboat.....					2.....	2.....		Adrift in heavy drift ice; towed ashore.
Do.....	do.....	do.....	—, rowboat.....					3.....	3.....		Do.
Do.....	do.....	do.....	—, rowboat.....					4.....	4.....		Do.
Do.....	do.....	do.....	—, rowboat.....					5.....	5.....		Do.
Do.....	do.....	do.....	—, m. b.....			225		2.....	2.....		Do.
May 6.....	153.....	1 mile E.....	—, m. b.....		Fish and nets.....	300	250	2.....			Engine disabled; towed to dock.
	234.....	4 miles NE.....	—, m. b.....								Engine disabled in lake; towed to dock at Youngstown, N. Y.
Do.....	250.....	½ mile SW.....	—, scow.....			425					Became waterlogged and sank; towed into shoal water and pumped out.
Do.....	258.....	13 miles SW.....	Lucia A., m. b.....	6.....	Fish and nets.....	1,000	300	4.....			Engine disabled and boat adrift in lake for a day; picked up and towed to harbor.
Do.....	273.....	3 miles W. by S.....	Erma O., str.....	18.....	Nets.....	2,300	1,885	4.....			Engine disabled in lake; towed in to a dock.
Do.....	280.....	1½ miles N.....	Mary Ellen, m. b.....					3.....	3.....		Engine disabled; boat thrown on break-water and sunk, occupants escaping to break-water, which was awash; brought men ashore.
Do.....	290.....	24 miles W. by S.....	Franco Miner, sch.....	45.....	Lumber.....	600	1,200	2.....			Leaking; waterlogged; capsized; towed 18 miles to Marinette, Wis.
May 6-7.....	222.....	1½ miles N.....							18.....		Remained all night on Padre Island to reassure party marooned there by gale and next day carried them to Point Isabel, Tex.
May 7.....	25.....	2 miles W.....	Elvina, m. b.....			2,500					Parted mooring and stranded; pulled afloat and towed to landing.

Do.....	190.....	5 miles SW.....	Thomas, m. b.....	.....	.....	500	.....	3	.....	Engine disabled; towed to Lookout Light.
Do.....	247.....	60 rods E.....	Josephine, m. b.....	.....	.....	1,500	.....	3	.....	Struck obstruction and broke propeller; furnished facilities for making repairs.
Do.....	311.....	8 miles W.....	—, m. b.....	.....	.....	1,030	.....	3	3	Engine disabled; anchored in exposed position outside Columbia River Bar towed in.
May 8.....	.....	St. Marys River.....	—, rowboat.....	.....	.....	.....	.....	3	3	Fast in heavy drift ice; towed ashore.
Do.....	12.....	4 miles SW.....	—, m. b.....	.....	.....	500	.....	1	.....	Engine disabled; towed to landing at Portsmouth, N. H.
Do.....	297.....	12 miles NE.....	Mumising, str.....	4,309	.....	.....	.....	.....	5	Vessel fast in ice 12 miles offshore and crew out of provisions; 5 men set out for shore over ice, but were unable to make land; coast guardsmen worked way with boat half mile over rotten ice, using planks and lines, reached men and brought them ashore; rescued persons would have perished but for assistance.
May 10.....	23.....	4 miles S.....	—, m. b.....	.....	Fish.....	400	70	1	.....	Water in gasoline; engine stopped; towed to Gloucester, Mass.
Do.....	44.....	24 miles NW.....	Peerless, m. b.....	12	.....	3,500	.....	3	.....	Engine disabled; towed to safety.
Do.....	50.....	13 miles N. by E.....	Gypsy, catboat.....	7	.....	800	.....	1	.....	Engine disabled; towed to dock at New Bedford, Mass.
Do.....	123.....	1 mile N.....	Jordan, sch.....	25	.....	1,800	.....	.....	.....	Fouled anchor in gale; drifted toward shoal; towed with difficulty to safe anchorage.
Do.....	313.....	1½ miles S. by W.....	Gazelle, m. b.....	13	.....	4,500	.....	5	.....	Engine disabled; towed to port.
May 11.....	Itasca.....	San Juan, P. R.....	—, rowboat.....	.....	.....	10	.....	2	2	Capsized; occupants picked up and taken with their boat to cutter; later sent on their way.
Do.....	7.....	1 mile NE.....	Myrtle T., m. b.....	.....	.....	500	.....	2	.....	Fish net in propeller; towed to station and wheel cleaved.
Do.....	233.....	4 miles E.....	Ray and Ray, m. b.....	6	Fish.....	300	5	2	.....	Engine disabled; stranded; towed to harbor.
Do.....	279.....	8 miles NE.....	May Queen, m. b.....	.....	.....	2,000	.....	3	.....	Fuel exhausted out in lake; towed to harbor.
Do.....	340.....	6 miles W.....	—, m. b.....	.....	.....	625	.....	3	2	Engine disabled outside Columbia River Bar; towed to safe anchorage and engine set running.
Do.....	310.....	4 miles SSW.....	—, m. b.....	5	.....	1,400	.....	2	2	Capsized in heavy surf; occupants picked up and taken with boat to station; clothing furnished.
May 12.....	310.....	.....do.....	Agnes G., m. b.....	10	.....	1,200	.....	3	.....	Engine disabled; rudder lost; stranded; pulled off and towed to Fort Canby, Wash.
May 13.....	.....	St. Marys River.....	Larnia, m. b.....	.....	.....	300	.....	2	.....	Engine disabled; drifting in heavy ice; towed to dock.
Do.....	28.....	1 mile N.....	Success, m. b.....	.....	.....	400	.....	4	.....	Engine disabled; main boom broken; stranded; pulled off and towed to place where leak could be mended.
Do.....	84.....	1 mile NE.....	—, m. b.....	.....	.....	600	.....	2	.....	Engine disabled; towed to dock.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1917.											
May 13....	89.....	1 mile E.....	—, m. b.....	.....	.....	\$400	.....	5	.....	.....	Engine disabled; occupants drunk; worked clear and turned over to another boat.
Do.....	239.....	2 miles NNW.....	Favorite, m. b.....	.....	.....	3,000	.....	9	.....	.....	Engine disabled; towed to dock.
May 14....	14.....	6 miles NW.....	—, rowboat.....	15	.....	25	.....	1	1	.....	Man in boat exhausted from pulling his trawl; towed to a wharf.
Do.....	31.....	1 mile E.....	—, m. b.....	.....	.....	150	.....	2	.....	.....	Rudder broken; towed boat ashore and made repairs.
Do.....	186.....	2 miles NE.....	Atlantic, m. b.....	14	.....	4,000	.....	5	.....	1	Stranded; worked clear and anchored in safe place; sheltered 1 passenger overnight.
Do.....	310.....	12 miles S. by W.....	—, m. b.....	6	.....	900	.....	2	2	.....	Out of fuel, provisions, and water; adrift 24 hours at sea; towed to port.
Do.....	313.....	4 miles SW.....	Pilgrim, m. b.....	15	.....	4,500	.....	3	.....	.....	Engine disabled outside bar; towed to harbor.
May 15....	25.....	1 mile W.....	Cricket, slip.....	.....	.....	400	.....	2	.....	.....	Engine disabled; stranded; pulled aloft and towed to safe anchorage.
Do.....	279.....	2½ miles N.....	Pansy, ywl.....	.....	.....	200	.....	2	2	.....	Leaking and about to sink; took off occupants; bailed boat out and towed it into shallow water.
May 16....	6.....	2 miles E.....	—, m. b.....	.....	.....	500	.....	1	.....	.....	Went on rocks; ran anchor and hove boat off.
Do.....	239.....	Cleveland.....	Annie Marie, m. b.....	.....	.....	700	.....	.....	.....	.....	Dragged anchor and capsized; righted and towed to pier.
Do.....	278.....	3 miles NE.....	E. L. Cike, m. b.....	.....	.....	500	.....	1	.....	.....	Engine disabled out in lake; towed in to safe mooring.
May 17....	23.....	6 miles NE.....	Sawyer, str.....	34	.....	4,500	.....	6	.....	.....	Boiler disabled; adrift on fishing grounds; towed to Gloucester.
Do.....	264.....	2 miles NW.....	Ruby, str., and tow.....	.....	.....	5,400	.....	5	.....	.....	Boiler disabled in lake; towed to Manchester River.
Do.....	268.....	1 mile NW.....	—, rowboat.....	.....	.....	10	.....	2	2	.....	Capsized while setting nets; rescued boatmen from alongside and recovered their boat.
Do.....	323.....	1½ miles W.....	California, m. b.....	34	.....	12,000	.....	8	.....	.....	Engine disabled; towed into smooth water and made repairs.
May 18....	141.....	1½ miles SW.....	Saymen, m. b., and tow.....	.....	.....	360	.....	1	1	.....	Engine disabled, in danger of drifting on jetty; towed to safety.

Do.....	235	3 miles SW	Twins, m. b.	.....	.....	5,000	4	4	Machinery disabled and in danger of being dashed against sea wall, picked up and towed to dock.
Do.....	236	1½ miles ENE	—, skiff	.....	.....	15	2	2	Unable to reach shore in strong wind; towed to station and given dry clothing.
Do.....	236	½ mile NE	Besta, m. b.	.....	.....	550	3	.....	Engine disabled in squall; towed to harbor.
May 19	238	5 miles E	Roy S., m. b.	10 Fish	.....	200	2	.....	Crank shaft broken; stranded; towed to harbor.
Do.....	239	Cleveland	Annie Marie, catboat	6	.....	700	1	1	Capsize; rescued boatman and righted boat and towed it to a pier.
Do.....	240	1½ miles NW	—, skiff	.....	.....	25	2	2	Unable to make harbor in rough seas; about to swamp; took off occupants and towed boat ashore.
Do.....	240	1½ miles NW	—, skiff	.....	.....	25	1	1	Do.
Do.....	276	½ mile N	—, flat	.....	.....	15	1	1	Carried through opening in dam; picked up below falls and taken to safety.
Do.....	281	½ mile N	—, canoe	.....	.....	50	2	2	Capsize; by wind; rescued occupants from alongside and saved canoe.
May 20	25	½ mile NE	Laura Maud, m. b.	.....	.....	250	3	.....	Line in propeller; towed boat to station and removed line.
Do.....	217	3½ miles NNW	Olga, m. b.	.....	.....	500	6	.....	Lost rudder and propeller in high sea; towed to pier at Galveston.
Do.....	239	Cleveland	—, m. b.	.....	.....	500	3	3	Engine disabled; in danger of going on rocks; picked up and taken to station.
Do.....	279	500 feet E	Foam, sch. yt.	.....	.....	500	6	.....	Anchor failed to hold in rough sea, and boat drifted among fleet of yachts; picked up and moored.
Do.....	279	100 yards E	Teddy, slip	.....	.....	300	3	.....	Dragged anchor in rough sea, endangering other boats; towed to safe anchorage.
Do.....	280	1 mile SE	—, rowboat	.....	.....	30	1	1	Adrift; occupant intoxicated; towed ashore.
May 21	176	400 yards SW	Hatteras, houseboat	.....	.....	100	1	.....	Caught in flood tide and capsized; bailed out and moored.
Do.....	323	1 mile W	E & H, slip	.....	.....	100	2	.....	Became and dangerously near rocks; towed to harbor.
May 22	89	½ mile NE	Wolverine, m. b.	.....	.....	300	2	.....	Engine disabled; stranded; pulled adrift and sent on way.
Do.....	91	1½ miles E	J. T. Hausman, m. b.	7 Fish	.....	2,500	2	.....	Stranded on shoal; ran anchor, floated, and piloted to harbor.
Do.....	155	6½ miles NNE	—, fish boat	do.	.....	1,500	9	.....	Stranded in fog; floated.
Do.....	155	½ mile SW	Harold, m. b.	9	.....	10,000	10	.....	Stranded on lee shore; pulled off and piloted into harbor.
Do.....	156	1 mile S	Jacob Oakers, sch.	29	.....	7,500	10	.....	Engine disabled; stranded; floated and piloted to safe anchorage.
Do.....	274	500 feet E	Dirie, m. b.	.....	.....	800	.....	.....	Broke from mooring; drifted ashore, safely anchored.
Do.....	317	½ mile NW	—, bge	Gravel	.....	400	2	.....	Broke mooring lines; picked up and secured.
May 23	92	3 miles W	Mamiet, m. b.	.....	.....	1,000	4	.....	Engine disabled; towed to anchorage and landed crew.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

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						Vessel.	Cargo.				
1917.											
May 21.	220.	1 mile NE.	Saxon, m. b.			\$400		1			Engine disabled; stranded; worked aloft and set engine running.
Do.	228.	1 mile NW.	Altoo, m. b.			500					Broke moorings in gale and stranded; floated and anchored in safe waters.
Do.	268.	3½ miles SE.	Mayflower, m. b.			800		2			Batteries dead out in lake; towed to harbor.
May 24.	25.	1½ miles NNW	—, houseboat			500		2			Towboat unable to handle houseboat in gale and latter struck bridge; towed to City Point.
Do.	278.	3 miles N.	Thelma, m. b.			1,000		5			Engine disabled out in lake; towed to harbor.
Do.	280.	7 miles N.	Doris, m. b.			2,500		2	2		Broke shaft; boat on lee shore in rough sea; picked up and towed to station.
May 25.	235.	1½ miles NW.	Crocus, m. b.			1,300		6			Water in gasoline; engine stopped; towed to safe mooring.
Do.	235.	1 mile N.	No. 121, m. b.			1,000		2			Engine disabled; towed to dock.
Do.	299.	1 mile NE.	Dorothy K., m. b.			300		1			Engine disabled in lake; towed to harbor.
Do.	307.	5 miles WSW.	Vera, m. b.	14		2,000		2			Engine disabled outside Grays Har- bor; towed in to safety.
Do.	313.	1 mile S. by E.	—, rowboat.			30		1	1		Dangerously near rocks; towed to safety.
May 28.	25.	Near station.	Condale, sailboat.			250		6	6		Unmanageable in rough sea and strong wind; towed to moorings.
Do.	313.	6 miles SW.	Pilgrim, m. b.	15	Fish.	4,000	\$800	3			Engine disabled; towed to port.
May 27.	239.	5 miles WSW.	Madeline, m. b.	15		2,000		3	3		Engine disabled in rough sea; engineer exhausted; towed to harbor.
Do.	273.	2½ miles NW.	Slivers, m. b.			800		2			Engine disabled; towed to dock.
Do.	280.	7 miles E.	Naydeen, m. b.			250		2	2		Engine disabled in high sea out in lake; towed in to a dock.
Do.	300.	1 mile NW.	Clara V., m. b.			1,000		3			Engine disabled; towed to harbor.
May 28.	80.	1½ miles N.	Kathleen, m. b.	9	Oysters.	1,500	150	2	2		Engine disabled; stranded in danger- ous place; pulled clear and towed to shelter.
Do.	191.	1 mile NE.	—, m. b.			200		1			Engine disabled; towed to station and made repairs.

Do.....	310.....	6 miles WNW.....	—, m. b.....	.....	.....	1,500.....	.....	2.....	2.....	.....	Anchored in position of great danger; occupants asleep; boatmen aroused and directed to shift anchorage.
May 23.....	9.....	1½ miles N. by E.....	Inspiration, m. b., and tow.....	.....	Feldspar.....	860.....	360.....	2.....	.....	.....	Engine disabled; boat drifting toward dangerous shore in strong wind; towed to safety.
Do.....	23.....	3 miles SE.....	Ahmed III, m. b.....	10.....	.....	10,000.....	.....	5.....	5.....	.....	Engine disabled in high sea; towed to harbor after hard pull of hour under oars.
Do.....	77.....	1½ miles NW.....	Polly, m. b.....	.....	.....	800.....	.....	2.....	1.....	.....	Stranded; pulled aloft.
Do.....	233.....	300 yards S.....	.....	.....	.....	.....	.....	.....	.....	.....	Man fell in shallow water, seized with stroke; picked up and sent to hospital.
Do.....	279.....	1 mile E.....	Comet, m. b.....	.....	.....	800.....	.....	2.....	.....	.....	Engine disabled out in lake; towed to port.
Do.....	280.....	¾ mile S.....	Chicago, m. b.....	19.....	.....	6,000.....	.....	2.....	.....	.....	Engine disabled; pounding on break-water; towed to mooring.
Do.....	284.....	¾ mile N. by E.....	Leonore, m. b.....	.....	.....	150.....	.....	2.....	.....	.....	Engine disabled outside harbor at night; towed to a dock.
May 30.....	Unalga.....	Unalaska.....	Dora, str.....	320.....	General.....	30,000.....	3,000.....	54.....	.....	.....	Stranded; pulled clear after an entire day's work.
Do.....	135.....	1 mile SW.....	Quakeress, m. b.....	.....	.....	1,000.....	.....	3.....	.....	.....	Steering gear damaged; stranded; towed to a wharf.
Do.....	255.....	¾ mile SE.....	Welcome, m. b.....	13.....	Fish boxes.....	800.....	155.....	2.....	.....	.....	Engine disabled; towed to Cheboygan, Mich., for repairs.
Do.....	279.....	500 feet NE.....	Teddy, slip.....	.....	.....	400.....	.....	.....	.....	.....	Broke adrift in squall and about to go on sea wall; towed to safe mooring.
Do.....	286.....	1 mile S.....	Restless, m. b.....	.....	.....	2,500.....	.....	16.....	16.....	.....	Out of fuel; picked up when about to go on beach; towed to harbor.
May 31.....	87.....	¾ mile W.....	Sea Queen, m. b.....	13.....	.....	3,000.....	.....	2.....	.....	.....	On sand bar; hove off with windlass.
Do.....	232.....	1½ miles NE.....	—, rowboat.....	.....	.....	10.....	.....	3.....	3.....	.....	Drifting lakeward with 3 small boys on board, no oars; picked up and taken to station.
Do.....	235.....	12 miles WSW.....	Veda, m. b.....	.....	.....	5,000.....	.....	3.....	.....	.....	Struck rock and unshipped rudder; stranded; towed to moorings.
Do.....	300.....	17 miles NE.....	Dorothy K., m. b.....	.....	.....	800.....	.....	2.....	.....	.....	Machinery disabled; proceeded 17 miles to vessel and towed her to harbor.
Do.....	322.....	¾ mile S.....	—, m. b.....	.....	Crabs.....	900.....	10.....	1.....	.....	.....	Engine disabled at sea; towed to station and made repairs.
Do.....	323.....	500 yards off station.....	New Leaf, slip.....	.....	.....	300.....	.....	.....	.....	.....	Broke from mooring; towed back to anchorage.
June 2.....	91.....	1 mile S.....	Valvoline, m. b.....	10.....	Gasoline.....	1,500.....	500.....	1.....	1.....	.....	Engine disabled, drifting into the breakers; caught and anchored and engine repaired; piloted to safe water.
Do.....	235.....	200 feet NE.....	.....	.....	.....	.....	.....	.....	1.....	1.....	Rescued an intoxicated man, about to drown while swimming; clothing furnished.
Do.....	239.....	1 mile NE.....	Turtle, m. b.....	8.....	.....	200.....	.....	2.....	.....	.....	Engine disabled; towed to pier.
Do.....	261.....	1 mile NE.....	Coon, m. b.....	.....	.....	900.....	.....	2.....	.....	.....	Lost propeller; adrift in lake for a day; picked up and towed with great difficulty to shelter at South Manitou Island.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has ref- erence to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1917.											
June 3.....	22.....	1 mile W.....	Madeline, slip.....				\$200	2			Stranded in squall; floated and towed to port.
Do.....	22 and 23.....	8 miles ESE, station 22.....	Rough Rider, m. b.....	10			4,000	6			Tall shaft broken; towed to Gloucester.
Do.....	260.....		Coon, m. b.....	7			800	2			Lost propeller; towed 16 miles to Le-land, Mich., for repairs.
Do.....	287.....	1 mile SE.....	Fisher, m. b.....				100	1			Not fouled in propeller; towed to shelter and cleared.
June 4.....	14.....	6 miles NW.....	—, m. b.....				150	1			Engine disabled; towed to Portsmouth, N. H.
Do.....	139.....	4½ miles NNE.....	Navegadora No. 76, bge.....	436			40,000	2			Anchored in dangerous position, towed to pier.
Do.....	276.....	50 yards NE.....	Little Jumbo, flat.....		Coal.....		500	3			Beyond control in current above Falls of the Ohio; towed to safety.
Do.....	279.....	1 mile E.....	Narragansett, m. b.....				800	3			Out of fuel; towed to harbor.
June 5.....	9.....	2½ miles S. by W.....	—, m. b.....				400	3			Engine flooded; boat adrift; towed to station and engine set going.
Do.....	91.....	3½ miles E.....	Valentine Koon, m. b.....	17	Oysters.....		2,800	3			Too much sail; stranded; ran anchor and hoist boat adrift.
Do.....	97.....	3 miles N.....	Cherre, m. b.....				500	3			Out of fuel; supply learned.
Do.....	264.....	1 mile W.....	U-9, m. b.....				300	3			Engine flooded; adrift; towed to harbor.
Do.....	308.....	5 miles W.....	—, m. b.....		Fish.....		750	1			Crank shaft broken; towed to safety.
June 6.....	1.....	3 miles ESE.....	—, m. b.....				300	2			Engine disabled; towed to Eastport, Me.
Do.....	9.....	1 mile S.....	Wills and Guy, sch.....	199	Curbing stone.....		6,000	4			Beached and drifting toward bar; towed with great difficulty to safe anchorage.
Do.....	57.....	300 yards ESE.....	Minniewaska, m. b.....				1,000	2	2	2	Engine disabled; stranded; in danger of capsizing; pulled off and towed to deep water; succor afforded.
Do.....	188.....	1 mile W.....	Claudia B., m. b.....		General.....		400	1			Engine disabled; stranded; floated; taken to safe anchorage and repairs made.
Do.....	219.....	1 mile S.....	H. & B. V., m. b.....				600	3			Out of fuel; adrift without anchor or line; towed to safety.

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						Vessel.	Cargo.				
1917.											
June 9.	316.	1 mile E.	Traveller, m. b.	9		\$2,000		4			Stranded; landed 3 passengers and pulled boat clear on rise of tide.
June 10.	Machine.	St. Marys River.	Ralph T., m. b.			300		3			Out of gasoline, adrift; towed to safety.
Do.	89.	2 miles E.	S. P. 343, m. b.			2,000		5			Stranded; pulled clear after 2 hours' work.
Do.	189.	3 1/2 miles NE.	—, m. b.			150		1			Left on shoal by falling tide; pulled clear.
Do.	270.	1 mile NW.	—, m. b.			3,500		5			Out of gasoline; towed to harbor.
Do.	276.	150 feet N.	—, flat.			10		1	1		Boat set adrift by backwash of steamer; in danger of going over falls; picked up and towed to safety.
Do.	292.	Off station.	No. 122, m. b.			200		2			Explosion in cylinder; towed several miles to light-house.
June 11.	25.	1 mile ENE.	Abbie, m. b.			500		4			Engine disabled; towed to safe anchorage at City Point.
Do.	Itasca.	San Juan, P. R.	—, rowboat.					3	3	3	Captain; picked occupants up and took them aboard cutter, dried their clothes, after which they and the boat were taken ashore.
Do.	28.	100 yards SE.	—, m. b.			200		3		3	Steering gear broken; stranded; hauled boat out on beach; anchor afforded.
Do.	77.	1 mile NW.	Admiral, m. b., and scow.	14	Oysters.	1,000	\$1,300	2			Stranded; hoisted scow; launch floated unassisted.
Do.	232.	1 mile WNW.	Anita, m. b.			500		4			Engine disabled; vessel in danger of drifting on Peacock Spit; picked up and towed to Astoria, Oreg.
June 11-12.	310 and 311.	3 1/2 miles S. station.	Enterprise, m. b.	22		4,000		4			Engine disabled at sea; picked up and towed to Beaulieu, N. C.
June 12.	190.	4 miles SSW.	Coach, m. b.	35		1,000		12			Stranded in fog; pulled off and taken to safe anchorage; crew succored until 13th and put aboard vessel.
June 11-12.	21 and 23.	2 1/2 miles SSE, station 21.	George M. Warner, sch.	94	Lumber.	3,000	4,669	5		5	Capized in fog; succored men overnight and took them with boat to Angelsea, N. J.
June 12-13.	132.	1 mile SSE.	—, skiff.			400		2		2	

June 13....	22	$\frac{1}{2}$ mile SSE.....	—, m. b.....	Lobsters.....	250	5	1	.....	Engine disabled; towed to Rockport, Mass.
June 14....	225	$\frac{1}{2}$ miles W.....	Saracen II, m. b.....	.....	3,000	.....	2	.....	Caught in squall and sunk; towed to station and hauled out.
Do.....	229	$\frac{1}{2}$ mile SW.....	—, m. b.....	.....	500	.....	2	.....	Engine disabled; stranded; leaking; pulled afloat and beached.
Do.....	296	$\frac{1}{2}$ mile N.....	Leona, m. b.....	12 Fish.....	800	500	3	.....	Engine disabled in lake; picked up and taken to dock.
June 15....	53	3 miles SE.....	Charlton II, m. b.....	23	10,000	.....	9	.....	Engine disabled; commanding officer and engineers overcame by gasoline fumes; picked boat up and towed it to Stonington, Conn.
Do.....	188	1 mile NNE.....	Ruby D., m. b.....	.....	500	.....	4	.....	Engine disabled; towed to station and repairs made; succor afforded.
June 16....	264	$\frac{1}{2}$ mile S.....	Houseboat.....	.....	150	.....	.....	.....	Dragged anchor in gale and stranded; pulled clear and turned over to tug.
Do.....	285	1 mile NE.....	She-boy, m. b.....	.....	425	.....	4	.....	Batteries exhausted; towed to place of safety.
Do.....	286	8 miles NE.....	Ella, m. b.....	.....	12,000	.....	4	.....	Engine disabled in lake; picked up and towed to harbor.
Do.....	310	5 miles SW.....	—, m. b.....	7	1,550	.....	2	2	Engine disabled; about to go on Pease covek Spit; picked up and towed to Astoria.
June 17....	Arcata.....	Admiralty Inlet.....	Tzaartoo, slip.....	22	8,000	.....	9	.....	Engine disabled; adrift in tide rips; picked up and towed to wharf at Port Townsend.
Do.....	23	$\frac{1}{2}$ miles E. by N.....	—, m. b.....	Lobsters.....	400	10	2	.....	Engine disabled; towed to Rockport, Mass.
Do.....	77	$\frac{1}{2}$ mile N.....	Chippewa, m. b.....	.....	2,500	.....	5	.....	Engine disabled; stranded; pulled afloat.
Do.....	77	$\frac{1}{2}$ mile N.....	Albathwa, m. b.....	.....	4,000	.....	2	.....	Do.
Do.....	97	1 mile NE.....	Dorothy, m. b.....	10	2,000	.....	26	.....	Engine disabled; towed into bay and repaired.
Do.....	97	1 mile ENE.....	Lisette, m. b.....	.....	500	.....	15	.....	Engine disabled; towed into bay and repaired.
Do.....	259	900 yards NNE.....	Teal, m. b.....	5	500	.....	.....	.....	Boke from mooring in strong wind; taken to safe anchorage.
Do.....	274	2 miles N.....	Thetis, slip.....	.....	500	.....	7	.....	Mansaul carried away; picked up and towed to harbor.
Do.....	310	5 miles SSE.....	—, m. b.....	5	475	.....	1	1	Engine disabled; boat drifting toward dangerous surf; taken to safety.
Do.....	313	$\frac{1}{2}$ mile SE.....	Mudhen, m. b.....	.....	3,000	.....	4	4	Drifted on jetty in fog; took off party and carried them to Newport, Oreg.; helped save boat.
June 18....	265	1 mile NW.....	Katie N., m. b.....	9	1,075	.....	2	.....	Engine disabled; towed 9 miles to Ludington, Mich.
Do.....	265 and 266	7 miles WNW. station 265	Ida, m. b.....	10	1,575	.....	2	.....	Engine disabled; towed 12 miles to Ludington, Mich.
Do.....	310	6 miles WNW.....	—, m. b.....	6	1,680	.....	2	.....	Capsized in surf; 1 man lost; other man saved by fishermen; recovered seine and boat.
Do.....	311	1 mile NE.....	—, m. b.....	.....	400	.....	4	.....	Engine disabled; towed to wharf

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

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						Vessel.	Cargo.				
1917. June 18-19.	280	15 miles S.	Ann Ella, m. b.			\$18,000		4	4		Lost rudder; compelled to anchor in surf; in danger of dragging ashore; towed 15 miles to station and sent for tug.
Do.	305	1 mile W.	Ukiuwak, m. b.	15		1,500		7			Engine disabled; stranded; hove vessel off and moored her in safe place.
June 19.	Unalga.	Nazan Bay, Alaska.	Lettie, sch.	27	General	4,000	\$3,000	7			Carried timbers from Unalaska to Atka and built ways for floating vessel, blown ashore and badly damaged in December, 1916; floated vessel and hauled her out on ways. The Lettie is the only vessel trading to Atka, hence the importance of this assistance.
Do.	Mackinac.	St. Mary's River.	—, m. b.			200		6			Engine disabled, went on reef; pulled off and towed to dock.
Do.	8.	1 mile SW.	Emma C. Berry, sch.	15	General	800	100	2			Beckamed, drifting near ledges; towed to harbor.
Do.	137.	1 mile WNW.	—, skiff.		Fish.	200	20	2			Shipped sea and filled; towed to beach and hauled out.
Do.	234.	2½ miles NE.	—, m. b.			375		2			Engine disabled; towed to dock.
Do.	235.	100 yards NE.	—, m. b.								Rescued man who had fallen overboard from steamer Canadian.
Do.	239.	4 miles NE.	Skip Jack, m. b.	10		2,000		6			Engine disabled; towed to dock.
Do.	261.	6 miles SW.	—, m. b.			300		1			Engine disabled; towed to safe place and made repairs.
Do.	278.	3 miles SE.	Sea Gull, m. b., and tow.	7	Tools	2,500	1,000	15			Engine disabled; towed to station.
Do.	279.	1 mile E.	—, m. b.			200		2			Engine disabled; towed to harbor.
Do.	294.	200 yards N.	—, m. b.		Fish.	300	60	2			In danger of swamping; hauled out on beach.
June 20.	Tallapoosa.	Hillsboro Bay, Fla.	Norfolk, str.	1,400	General	185,000	80,000	35			Stranded; floated with help of tug.
Do.	25.	1 mile NE.	Tango, m. b.			100		4			Engine disabled; towed to landing.
Do.	232.	1½ miles WNW.	—, skiff.					1	1		Drifting out in lake with small boy on board; rescued boy and took boat to dock.

Do.....	223.....	1 mile E.....	Laket, canoe.....	.....	.....	50	1	1	.....	1	.....	Capized; rescued occupant and recovered canoe.
Do.....	235.....	4 miles S.....	New York, catboat.....	.....	.....	800	.....	.....	.....	.....	.....	Struck rock and sunk; occupants waded ashore; floated boat and towed it to a landing.
Do.....	271.....	700 feet W.....	.....	.....	.....	.....	1	1	1	.....	.....	Rescued man who had fallen off pier; stimulants and clothing supplied.
Do.....	281.....	8 miles N.....	Sabot, m. b.....	20	.....	10,000	8	.....	.....	.....	.....	Engine disabled; towed to harbor.
June 21.....	29.....	4 miles NNE.....	—, m. b.....	.....	.....	3,000	1	1	.....	.....	.....	Engine disabled; boat drifting to sea; picked up and towed to safety; succor afforded.
Do.....	153.....	1 mile WNW.....	—, m. b.....	.....	.....	300	7	.....	.....	.....	.....	Engine disabled; stranded; pulled afloat and towed to station.
Do.....	266.....	½ mile W.....	.....	.....	.....	.....	.....	1	.....	.....	.....	Carried ashore a helplessly intoxicated man found on outer end of breakwater.
June 22.....	88.....	1½ miles W.....	Edna, m. b.....	.....	.....	300	2	.....	.....	.....	.....	Stranded in breakers; pulled off.
Do.....	276.....	400 feet N.....	—, m. b.....	.....	.....	600	1	1	.....	.....	.....	Machinery disabled; boat about to go over falls; picked up and taken to safety.
Do.....	310 and 311.....	4½ miles SW. station 310.	—, m. b.....	.....	.....	1,350	2	1	.....	.....	.....	Capized in surf; 1 man lost; other boatman rescued with great difficulty; lives of rescuers in great jeopardy; seine and boat saved.
June 23.....	12.....	6 miles E, by S.....	Gray Queen, m. b.....	.....	.....	9,000	7	.....	.....	.....	.....	Engine disabled; towed to landing.
Do.....	239.....	4½ miles NE.....	.....	.....	.....	2,000	4	3	.....	.....	.....	Engine disabled; boat in dangerous position; towed to pier.
Do.....	240.....	1 mile NW.....	Carl S., m. b.....	.....	.....	1,000	5	5	.....	.....	.....	Lost propeller in storm; went on breakwater; towed to boatyard for repairs.
Do.....	255.....	2½ miles SW.....	Welcome, m. b.....	13	.....	1,000	2	.....	.....	.....	.....	Engine disabled; towed to Cheboygan for repairs.
Do.....	305.....	½ mile W.....	Dayton, m. b.....	7	.....	3,000	2	.....	.....	.....	.....	Stranded; pulled afloat.
June 24.....	9.....	½ mile ESE.....	—, m. b.....	.....	.....	150	4	4	.....	.....	.....	Engine disabled; boat in swift current; occupants inexperienced; picked up and towed to safety.
Do.....	14.....	2 miles ENE.....	—, m. b.....	.....	.....	100	2	.....	2	.....	.....	Engine disabled; towed to station; boatmen cared for overnight and engine repaired.
Do.....	39.....	2 miles E.....	Herbert, m. b.....	.....	.....	150	3	.....	.....	.....	.....	Lost propeller; unmanageable; taken to moorings in harbor.
Do.....	234.....	1½ miles NW.....	—, m. b.....	.....	.....	800	6	.....	.....	.....	.....	Out of fuel; drifting into lake; towed to place where gasoline could be obtained.
Do.....	304.....	400 yards S.....	—, canoe.....	.....	.....	35	1	1	.....	.....	.....	Capized; rescued occupant and gave him restorative treatment.
June 25.....	30.....	2½ miles W.....	Success, slip.....	.....	.....	300	3	.....	.....	.....	.....	Engine disabled; towed to Plymouth, Mass.
Do.....	50.....	1 mile N.....	Queen, m. b.....	.....	.....	1,000	2	.....	.....	.....	.....	Engine disabled; towed to Cuttyhunk Harbor.
Do.....	266.....	5 miles WNW.....	Leona, m. b.....	12 Fish.....	.....	800	4	.....	.....	.....	.....	Engine disabled; drifting seaward; towed to a dock and assisted in making repairs.

Assistance rendered by cutters and stations involving the saving of life and property—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.		Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
						Vessel.	Cargo.				
1917.											
June 25.....	310.....	5 miles WSW.....	—, m. b.....	5.....		\$1,400.....		2.....	2.....		Net fouled propeller and boat drifted into dangerous surf; picked up and towed to Ilwaco, Wash. Do.
Do.....	310.....	4 miles SSW.....	—, m. b.....	6.....		1,310.....		2.....	2.....		Do.
Do.....	311.....	1 mile ESE.....	—, m. b.....			250.....		2.....			Driven on beach in strong wind and sea; pulled off and towed to wharf at Astoria.
June 26.....	232.....	1 mile NE.....	Houp-Ia, m. b.....			250.....		2.....			Engine disabled; towed to safety.
Do.....	235.....	300 yards W.....	U's three, m. b.....			600.....		8.....	3.....		Drifting into surf; towed out of danger and taken to wharf.
June 26-27.....	Seminole.....	Wrightsville Beach, N. C.....	Mary E. Snyder, m. b.....	44.....		10,000.....		3.....			Dragged ashore; hove afloat and towed to Southport, N. C.
June 27.....	25.....	1 mile N.....	Trex, yt.....			3,000.....					Parted moorings and drifted against pier, suffering considerable injury; towed to safe anchorage.
Do.....	25.....	1 mile N.....	Avis, catboat.....			1,000.....					Parted moorings and went ashore; hauled afloat and towed to yacht club.
June 29.....	22.....	1 mile NE.....	—, m. b.....		Fish.....	500.....	\$60.....	4.....			Engine disabled; boat drifting toward breakwater; towed to Rockport, Mass.
Do.....	109.....	1 mile SW.....	Princess, catboat.....			100.....					Capsized; occupants rescued by outsiders; towed boat into shoal water.
Do.....	235.....	4 miles S.....	Uncle, str.....	14.....	Ice.....	10,000.....	100.....	2.....			Lost shaft and propeller; stranded; pulled afloat and towed to slip.
Do.....	313.....	500 yards NE.....	Do.....						1.....		A surfman jumped in and rescued a boy who had fallen off a dock.
June 30.....	83.....	1 mile SW.....	Gardania II, m. b.....			10,000.....		9.....			Stranded; floated on rise of tide.
Do.....	239.....	500 feet S.....	Do.....						1.....		Rescued a boy swimmer.
Do.....	286.....	1 mile W.....	Voyageur, canoe.....			35.....		2.....	2.....		Capsized; picked up occupants and saved their canoe.
	Grand total.....					10,610,300.....	4,350,610.....	7,568.....	2,157.....	324.....	

MISCELLANEOUS ASSISTANCE.

There are each year a large number of cases of assistance rendered to shipping or to water-front property in harbors where the value of the aid is difficult of appraisal; there are also a number of instances where futile attempts have been made at rescue work, which, although requiring as great efforts as if successful, can not be included in the reports of appraised assistance. All of these are therefore noted in chronological order, as follows:

(Abbreviations: m. b., motor boat; slip., sloop; yt., yacht; ywl., yawl; str., steamer; sch., schooner; bk., bark; bkn., barkentine; bgn., brigantine; bge., barge; lgt., lighter; flat, flatboat.)

Date.	Name of cutter or No. of station.	Place (distance and direction has reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1916.								
July 1.	6.	4 miles NE.	Donna T. Briggs, sch.	204	Lumber.	4		Stranded; helped remove some of deck load and place pumps in position; floated by tug.
Do.	310.	Peacock Spit.						Recovered 4 gill nets that had drifted into surf on spit.
Do.	311.	7 miles NW.	Argo, str.	130		9		Procured and delivered to tug 45 fathoms of line.
July 2.	Tuscarora.	Milwaukee	Venus, m. b.			3		Adrift inside breakwater with motor disabled; towed to float.
Do.	9.							Found child lost on beach; cared for at station and re-stored to parents.
Do.	119.	1½ miles W.	Jeanette, m. b.	18		14		Lost key to wheel and unable to proceed; called boat to tow launch into harbor.
Do.	247.	1½ miles S.	—, skiff					Adrift in lake; recovered and towed in.
Do.	247.	1 mile SE.	—, m. b.			4		Engine disabled; towed to dock.
Do.	281.	1 mile S.						Recovered bicycle lost overboard on pier.
Do.	316.	1 mile NW.	Dixie, slip.	10		3		Out of fuel; supply delivered on board.
July 3.	Mohawk.	New York City	Volador, yt.	8		3		Rendered effective assistance in putting out fire on board.
Do.	110.	1 mile W.	Crow, m. b.			2		Engine disabled; towed to destination.
Do.	284.	Milwaukee				4		Boat went adrift, leaving 4 men marooned on water-works crib; picked up boat and returned it to crib.
Do.	310.	3½ miles S. by W.						Recovered gill net from breakers on Peacock Spit.
July 4.	9.	300 yards N.	—, m. b.			7	7	Engine disabled; helped work boat to wharf; succored boatmen overnight.
Do.	273.	1 mile WSW.	No. 3, canoe			2		Capstern; righted canoe and took it to station with occupants, who were rescued by outsiders.
Do.	304.	1 mile SW.	Happy Day, m. b.			12		Engine disabled; towed to slip.
Do.	311.							Delivered mail to Desdemona Sands Lighthouse.
Do.	323.	Near station.						Righted overturned automobile.
Do.	325.	500 yards N.						Extinguished brush fire that endangered service telephone line.
Do.	310.	Peacock Spit.						Recovered gill net from surf on spit.

Miscellaneous assistance—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction from reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1916.								
July 5.....	9.....	1½ miles SE.....	—, m. b.....			5.....		Parted line and went on rocks, leaving 3 men and 2 women marooned on island; floated under direction of keeper.
July 6.....	304.....	1½ miles SW.....	Louise, m. b.....			4.....		Engine disabled; towed to safety.
July 7.....	Tallapoosa.....							Furnished gasoline to radio station off Fort Morgan, Ala., enabling it to continue in operation after hurricane.
Do.....	16.....						4.....	Sheltered overnight a party of 4 persons whose automobile had been disabled.
Do.....	268.....	800 feet SE.....						Recovered body of Temporary Surfman Harry Mooney, who died of heart failure while in swimming.
Do.....	300.....	¾ mile NW.....	Acme, scow.....	800.....		7.....		Went adrift in rough weather; unable to get boat into harbor; service crew called tug and stood by until it was alongside a dock.
Do.....	304.....	¾ mile SE.....	—, m. b.....			1.....		Out of fuel; towed to a dock.
July 8.....	81.....	8 miles SE.....					1.....	Fed and lodged wayfarer.
Do.....	239.....							Recovered and turned over to police bodies of 2 Italian drowned in Ohio Canal.
Do.....	239.....	6 miles ESE.....	Alice L., m. b.....	9.....		3.....		Out of fuel; gasoline and lubricating oil furnished.
Do.....	266.....	¾ mile SE.....						Recovered body of 10-year-old boy drowned in Pers Marquette Lake.
July 9.....	Manning.....	Unalaska.....	Columbian, str.....	132.....		10.....		Boilers adrift; assisted in making them secure.
Do.....	22.....	¾ mile NNE.....	Annie and Florence, m. b.....			9.....		Engine disabled; assisted in towing to harbor.
Do.....	81.....	¾ mile N.....	Elle, m. b.....			3.....		Lost in fog; made everything secure on board and took 2 of occupants ashore.
Do.....	97.....	¾ mile W.....	Alice, m. b.....			5.....		Stranded; pulled up to safe place on beach.
Do.....	107.....	8 miles NW.....	—, pile driver.....			2.....		Towing boats unable to pull pile driver, and machine in danger of sinking; towed to Lavalette.
Do.....	237.....	¾ mile N.....	—, rowboat.....					Adrift; towed to station and held for claimant.
July 3-10.....	271.....	1½ miles NE.....						On the 10th, after daily search, recovered body of man drowned from capsized skiff July 3.
July 10.....	Tallapoosa.....							Carried water and provisions to Sand Island Light Station, whose cistern had been damaged and boats washed away by hurricane.
Do.....	286.....	4 miles WNW.....						Recovered and turned over to coroner body of bather drowned in surf.
Do.....	289.....	1 mile NE.....						Recovered body of suicide from water.
Do.....	273.....	300 feet S.....					1.....	Cared for woman who had fallen from rowboat and been rescued by outsiders.
Do.....	287.....	300 feet SE.....						Released boy whose hand had been caught in door aboard a tug.

Do.....	317.....	500 feet from station.	.....	.....	.....	.....	.....	Removed household goods from 2 burning houses and protected adjoining buildings and other property.
July 11.....	204.....	9 miles W.....	.....	.....	.....	.....	3.....	Lost propeller; carried member of party to Titusville to procure new propeller and back to his boat.
Do.....	236.....	1½ miles S.....	.....	.....	.....	.....	.....	Recovered body of drowned bather; resuscitation attempted.
Do.....	284.....	¾ mile S.....	.....	.....	.....	.....	.....	Recovered 2-horse team whose intoxicated driver had backed them over a bank into the lake.
Do.....	311.....	¾ mile E.....	.....	.....	.....	.....	1.....	Engine disabled; set running by surfman.
July 9-12.....	233.....	¾ mile SSW.....	Charles T. Hutchinson, str.	6,377	Wheat.....	32	.....	Damaged in collision and in danger of sinking; sent off messages and call for tug and diver; helped at pumps; delivered supplies, and otherwise assisted vessel until she was floated.
July 12.....	227.....	¾ mile WSW.....	.....	.....	.....	.....	.....	Recovered body of drowned bather; resuscitation attempted.
Do.....	237.....	800 feet S.....	Merlin, m. b.....	20	.....	5	.....	Stranded; took soundings, ran lines to tug, cleared propeller of line and assisted in taking vessel into harbor.
Do.....	316.....	Coos Bay Bar.....	Col. P. S. Michie, st. dredge.	1,526	.....	29	.....	Stranded; laid out hawser and anchor, preventing dory from getting farther on beach; floated by tugs.
July 13.....	57.....	3¼ miles E.....	Adventure, yt.....	18	.....	5	.....	Helped launch through surf, man who had landed in dory, his vessel having been dismantled.
Do.....	80.....	At station.....	Princess, slip.....	.....	.....	7	7	Fed and lodged boating party detained on beach by inclement weather.
Do.....	201.....	200 yards E.....	.....	.....	.....	.....	5	Cared for overnight at station family of 5 whose dwelling was flooded by heavy rains.
Do.....	296.....	¾ mile E.....	.....	.....	.....	.....	.....	Recovered and buried badly decomposed body of man found among rocks of dyke beyond harbor piers.
Do.....	285.....	1 mile W.....	.....	.....	.....	.....	.....	Recovered body of boy drowned while swimming.
Do.....	310.....	Peacock Spit.....	.....	.....	.....	.....	.....	Recovered gill net from surf.
Do.....	313.....	1½ miles NW.....	.....	.....	.....	.....	1	Towed in over bar.
July 14.....	26.....	¾ mile NNE.....	Loretta, m. b.....	53	.....	63	.....	Grounded in mud while trying to make dock; landed 60 passengers; vessel floated clear on rise of tide.
Do.....	273.....	¾ mile SW.....	.....	.....	.....	.....	.....	Resuscitated bather.
July 15.....	27.....	2 miles SW.....	....., dory.....	.....	.....	4	.....	Recovered dory stolen by 4 boys and turned it over to police.
Do.....	25.....	¾ mile N.....	Sard, catboat.....	.....	.....	.....	.....	Stranded and filled; bailed out and run on flats out of way of traffic.
Do.....	240.....	1½ miles SSE.....	.....	.....	.....	.....	.....	Recovered body of swimmer; resuscitation attempted.
Do.....	239.....	1 mile NW.....	.....	.....	.....	.....	.....	Recovered and held for claimant a balloon that had fallen in the water near station; advertised for owner.
July 15-16.....	223.....	¾ mile SE.....	.....	.....	.....	.....	.....	Recovered body of drowned woman bather.
July 16.....	Osippee.....	Portland, Me.....	.....	.....	.....	.....	.....	Assisted fireboat in getting under control a fire in a building on customhouse wharf.
Do.....	57.....	¾ mile W.....	....., m. b.....	.....	.....	2	.....	Engine disabled; drifted ashore; hauled up on beach.
Do.....	236.....	800 feet S.....	.....	.....	.....	.....	1	Took charge of intoxicated man who had been rescued from the water and after furnishing him dry clothing turned him over to police.
Do.....	239.....	6 miles NE.....	.....	.....	.....	.....	.....	Recovered body of drowned fisherman.
Do.....	241.....	700 feet E.....	.....	.....	.....	.....	.....	Gave medical aid to boy who had cut his hand.
Do.....	241.....	75 feet S.....	.....	.....	.....	.....	.....	First aid to man severely burned by electric current.

Miscellaneous assistance—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1916.								
July 16.	304.	200 feet NW.	—, shell.			1	1	Capized in boat climb basin; towed occupant and shell to float.
Do.	304.	3½ miles SE.						Rushed to hospital a woman bather in urgent need of medical treatment.
July 16-17.	194.	1 mile W.	Crest, m. b.			4	4	Boke cable and stranded; hauled up to safe place on beach.
July 17.	276.	100 yards NW.	—, flat.			5	5	Adrift; towed to a wharf boat and made fast.
Do.	284.	3 miles SW.						Recovered body of boy drowned by falling overboard from rowboat.
Do.	308.	2½ miles W.						Picked up body of fisherman and turned it over to coroner.
July 17-18.	188.	At station.					1	Succored overnight a man unable to go offshore to his boat on account of bad weather.
July 18.	82.	800 feet S.						Warned bathers of presence of sharks in near-by waters.
Do.	112.	1 mile W.	Little One, m. b.			4		Transported fish-round inspector on his rounds.
Do.	274.	1 mile W.				2		Lost in smoke hanging over water; piloted to station.
July 18-19.	30.	1½ miles NNE.	Angelo Paire, m. b.	12				Stranded in fog; worked 2 days in unsuccessful effort to get boat afloat; piloted off by wreckers.
July 19.	Mackinac.							Assisted steamboat inspector in collecting evidence for use at investigation of drowning of man from steamer Wm. E. Corvo.
Do.	232.	4 miles NE.	—, rowboat.					Adrift; towed to station and restored to owner.
Do.	276.	1½ miles W.	Cherokee, str.	278		9		Machinery disabled; ran line and otherwise assisted in making vessel fast, pending repairs.
Do.	952.							Landed man and woman from steamer.
Do.	Bea and 505.	1,000 yards W. station.	Challenge, m. b.	39		9		Carried from cutter to steamer anchors and hawsers, floating for use in floating vessel; also assisted in floating.
Do.	310.	5 miles SW.	Ingomede, slip.			3		Recovered gill net and restored it to owner.
July 20.	Morrill.	Put-in-Bay.						Capized during regatta; help right boat and recover gear.
Do.	22.	1 mile NW.				7	2	Landed doctor from vessel to answer call from hospital.
Do.	240.	700 feet W.						Cared for and sent home man who had been prevented from drowning himself.
Do.	284.	1½ miles N. by E.	—, m. b.			2	2	Engine disabled; towed to station and made repairs.
July 20-21.	119.	1½ miles ENE.	Buccaneer, catboat.					Helped bring boat to shelter on approach of storm; succored boatmen.
July 21.	97.	400 yards NW.	R. R. No. 16, scow.			1	1	Stranded in storm; sheltered master overnight and gave him dry clothing; ran line for tug that pulled vessel off.
Do.	284.	7 miles NW.						Cared message 7 miles to master of barge and returned with one to owner.

Do.....	268.....	3 miles S.....	U-4, slip.....	.....	.....	2.....	Recalmed at night on lake; towed into dock.
Do.....	278.....	$\frac{1}{2}$ mile W.....	—, canoe.....	.....	.....	2.....	Capsized; occupants rescued before arrival of station crew; righted and bailed out.
Do.....	311.....	3 miles NW.....	Irene, str.....	.....	24.....	6.....	Warned to change course to avoid grounding.
July 22.....	70 and 71.....	24 miles E. station 71.....	Clan Galbraith, Nor. bk.....	.....	3,500.....	22.....	Stranded in fog; sent off messages, and delivered messages on board by breeches buoy.
Do.....	112 and 113.....	34 miles S. station 112.....	Sally, slip.....	.....	29 Oyster shells.....	3.....	Stranded; ran lines and made unsuccessful effort to float; vessel came off unaided after her crew had lighted part of cargo.
Do.....	190.....	2 miles WNW.....	No. 26, derrick bge.....	.....	600 Stone.....	2.....	Filled and dumped cargo in high sea while being towed; stood by while barge was taken to harbor.
Do.....	238.....	800 feet NNW.....	.....	.....	.....	.....	Brought ashore and attempted to resuscitate bather; death attributed to heart disease.
Do.....	276.....	2 miles W.....	.....	.....	.....	.....	Recovered and turned over to coroner body of boy drowned in canal.
Do.....	304.....	$\frac{1}{2}$ mile NW.....	North Wind, slip.....	.....	.....	3.....	Parted main halvyards; drifting toward dock; towed to safety.
Do.....	304.....	$\frac{1}{2}$ mile SW.....	Constitution II, m. b.....	.....	.....	2.....	Engine disabled; towed to boat club.
July 23.....	Pamlico.....	Off Glenburnie Park, N. C.....	.....	.....	.....	.....	Picked up body of man drowned on 20th; notified coroner and undertaker.
Do.....	13 and 15.....	600 yards S. station 13.....	Schura, m. b.....	.....	.....	5.....	Stranded in fog; abandoned; assisted in landing crew and passengers who were succored at station 13.
Do.....	241.....	10 miles SW.....	.....	.....	.....	.....	Proceeded 10 miles by automobile and recovered body of drowned man.
Do.....	323.....	1 mile E.....	Mabel O., m. b.....	.....	.....	8.....	Out of fuel; towed to wharf.
Do.....	325.....	200 yards S.....	.....	.....	.....	.....	Carried injured woman to ambulance; a horse had stepped on her foot.
July 24.....	25.....	$\frac{1}{2}$ mile E.....	Iris, m. b.....	.....	.....	1.....	Engine disabled; towed to yacht club.
July 13-24.....	162.....	350 miles SW. by W.....	.....	.....	.....	.....	During flood, surfmen proceeded to Charlotte, N. C., with Lyle gun and shot line, and threw line across Catawba River.
July 24.....	304.....	$\frac{1}{2}$ mile NW.....	.....	.....	.....	.....	Picked up raft in channel with man on board and towed to destination.
Do.....	305.....	350 yards W.....	—, dory.....	.....	.....	.....	Drifted away from vessel and anchored offshore;
Do.....	310.....	Peacock Spit.....	.....	.....	.....	.....	hauled up on beach out of reach of sea.
July 25.....	MacKinnac.....	St. Marys River.....	.....	.....	.....	.....	Recovered rillnet from surf on spit; returned to owners.
Do.....	254.....	7 miles NW.....	.....	.....	.....	.....	Recovered body of drowned man.
Do.....	311.....	.....	Gen. Hubbard, str.....	.....	2,183 Lumber.....	25.....	Proceeded 7 miles to deliver message to master of barge.
.....	.....	.....	.....	.....	.....	.....	Crack shaft broken; met vessel outside Columbia River.
.....	.....	.....	.....	.....	.....	.....	Bar in tow of steamer and received message for delivery to owners.
July 25-26.....	286.....	Near station.....	Keweenaw, schr.....	.....	206 Hardwood slabs.....	6.....	Leaking badly at pier; relieved exhausted crew at pumps on 2 days.
July 26.....	23.....	14 miles E.....	Francis J. O'Hara, Jr., sch.....	.....	117 Fish.....	18.....	Stranded in fog; landed member of crew; vessel floated by tug.
Do.....	30.....	$\frac{1}{2}$ mile WSW.....	Juanita, m. b.....	.....	14 Lobsters.....	2.....	Engine disabled; assisted in towing to Plymouth, Mass.
Do.....	286.....	34 miles SW.....	.....	.....	.....	.....	Recovered body of suicide from water.
Do.....	276.....	$\frac{1}{2}$ mile E.....	.....	.....	.....	.....	Recovered body of drowned boy; resuscitation attempted.
Do.....	247.....	$\frac{1}{2}$ mile E.....	Sea Fox, m. b.....	.....	.....	.....	Engine disabled; towed to dock.
July 25-27.....	Tampa.....	At sea.....	.....	.....	.....	2.....	Picked up and beached piece of wreckage.

Miscellaneous assistance—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1916.								
July 27.	Penrose.	Penasco Bay.	Penasco Bay.					Removed 35-foot timber from channel and beached it.
Do.	83.	2 miles W.	Sailboat.			2	2	Went on rocks in squall and broke up. Succored crew.
Do.	84.	14 miles N.W.	Sunny Jim, m. b.			2	2	Stranded; assisted in floating on rise of tide.
Do.	236.	1 mile N.	—, m. b.			2	2	Picked up body of boy drowned on rise of tide.
Do.	234.	1 mile E.N.E.	—, m. b.			2	2	After extended search recovered body of woman killed in explosion aboard motor boat.
Do.	319.	2 miles S.W.	Sea Foam, str.	339	General merchandise.	21	21	Fired gun to guide vessel into harbor.
Do.	320.	4 miles S.E. by E.	Dauntless, str.	269	Coal.	9	9	Brought letters ashore for master and mailed them.
July 28.	45.	3 miles N. by W.	Earl, Br. sch.			5	5	Stranded; helped to hoist mainsail and vessel soon floated; towed to anchorage.
Do.	235.	1 mile S.	—, sailboat.					Recovered body of drowned man.
Do.	234.	7 miles N.W.	—, sailboat.					Recovered body of girl drowned from capsized canoe; resuscitation attempted.
Do.	233.	1 mile N.	—, sailboat.			4	4	Resuscitation attempted.
July 29.	25.	1 mile N.	—, m. b.		Fish and nets.	4	4	Engine disabled; hauled out and towed to moorings.
Do.	207.	At station.	Swanons, m. b.			4	4	Engine disabled; made repairs.
Do.	235.	1 mile N.W.	Sea Gull, m. b.	9		2	2	Out of fuel; towed to gasoline supply station.
Do.	236.	10 miles N.W.	—, m. b.					Engine disabled; towed to dock.
Do.	237.	3 miles N.W.	—, m. b.					Recovered body of boy father; resuscitation attempted.
Do.	306.	6 miles S.	—, m. b.					Recovered body of drowned girl; resuscitation attempted.
Do.	310 and 311.	Near Columbia Lightship.	Nora, m. b.	5		2	2	Engine disabled; brought boat ashore from lightship; boat picked up by light keeper.
Do.	325.	1 mile S.E.	Edna, sailboat.			3	3	Put out brush fire.
July 30.	23.	1 mile N.E.	—, row boat.			1	1	Tiller broken; towed to lightship.
Do.	34.	Near station.	—, row boat.			5	5	Lost oars; towed to landing.
Do.								Found 5 women lost in sand dunes; succored them overnight and carried them to their homes in Provincetown.
Do.	113.	4 miles S.W.	Marguerite and May, m. b.			6	6	Assisted pound-net inspector in sweeping for broken pie.
Do.	238.	1 mile E.	—, m. b.					Stranded; towed to pier.
Do.	236.	1 mile S.	—, m. b.					Picked up floating body and turned it over to police.
July 31.	Tuscarora.	Milwaukee River.	Oakland, str.	1,672				Removed heavy timber from track of vessels.
July 30-31.	312.	10 miles N.	—, m. b.					Ran line for wreckers having in hand floating of vessel.
July 31.	239.	Near station.	—, m. b.					Boat belonging to Lighthouse Service went adrift; picked up.
Do.	238.	2 miles E.	—, stiff.			2	2	Capsized; occupants picked up by passing boat; recovered boat and returned it to owner.
Do.	230.	1 mile N.	—, m. b.					Picked up floating body of man.

Do.	284.	1½ miles SW.						1	Do. Bather washed off sea wall; rescued by friends; succored at station.
Do.	284.	½ mile NE.							Pulled horse out of mire.
Aug. 1.	9.	½ mile SW.							Parted moorings; recovered and returned to owner.
Do.	25.	½ mile SW.						4	Engine disabled; stranded; floated on rise of tide.
Do.	103 and 106.	1 mile SSW. station 105.							
Do.	113.	½ mile ENE.						2	Transported fish-pound inspector on his rounds.
Do.	147.	4 miles SW.			8				Engine disabled; loosed cable to hold boat off beach until arrival of towboat; succored crew.
Do.	191.	½ mile SE.			3,737	Crude oil.	31		Carried master ashore to arrange for towing to Philadelphia a barge he had in tow.
Do.	223.	6 miles SW. by S.			4,319	Iron ore.	25		Extinguished driftwood fire that threatened near-by cottages.
Do.	256.	At station.							Stranded; stood by until tugs arrived and ran lines preparatory to floating.
Do.	259.	½ mile E.						3	Treated woman dangerously ill and sent her by boat to a doctor.
Do.	313.	San Francisco Bay.			8,225		400		Landed injured man from vessel to receive doctor's care.
Do.	322.	At station.							Helped get automobile out of sand.
Aug. 2.	13.	3 miles N.			45		3		Removed fishhook from child's hand and dressed wound.
Do.	208.	Near station.							Assisted in digging channel so boat would float on rising tide.
Do.	247.	½ mile SW.			8,364	Iron ore.	32		Helped land body of man accidentally killed aboard steamer.
Do.	304.	4 miles SW.							Went adrift from steamer; returned.
Aug. 3.	240.	½ mile NW.							Recovered body of drowned boy and turned it over to coroner; resuscitation attempted.
Do.	252.	Near station.							Subdued grass fire, saving valuable tract of cedar timber.
Do.	256.	100 yards S.						2	Leaking; hauled out so that repairs could be made.
Do.	273.	1 mile SE.						1	Rigging damaged in squall; ran line and warped yacht across river and tied her up to dock.
Do.	284.	1 mile W.							Swamped while in tow; recovered and restored to owner.
Do.	311.	1 mile W.							Carried customs officer in search of vessel suspected of smuggling.
Aug. 4.	5.	½ mile W.				Fish.	1		Lost way and ran in among ledges; piloted out of danger and given course to harbor.
Do.	90.	Near station.							Warned away from shore by Coston signal.
Do.	106.	½ mile S.							Saved automobile from destruction by fire.
Do.	247.	1 mile NW.						2	In seaweed with wheel fouled; assisted out of weeds and cleared wheel.
Do.	274.	200 yards NE. by E.						2	2 fishermen caught on breakwater in squall; brought ashore.
Do.	284.								Sank in slip; balled out and hoisted out of water.
Do.	311.								Carried customs officer in search for vessel suspected of smuggling.

Miscellaneous assistance—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has ref- erence to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons suc- ceeded.	Remarks.
1916. Aug. 2, 3, and 4.	Manning.....	Unalaska.	Emma, sch.	34				Roped mainsail to insure safety of vessel while on trading trip among Aleutian Islands.
Aug. 5.....	12.....	$\frac{1}{2}$ mile W.	Alice, m. b.			7		Lost in fog; towed to anchorage in harbor.
Do.....	285.....	$\frac{1}{2}$ mile NW.	Alice, m. b.			3		Cleared weeds from wheel and joused boat gasoline.
Do.....	286.....	2 miles NE.						Recovered body of drowned swimmer.
Do.....	286.....	$\frac{1}{2}$ mile S.	D. D. Galliard, dredge.	560		11		Recovered by diving property that had fallen overboard.
Do.....	311.....							Carried customs officer on search for vessel supposed to be smuggling.
Aug. 1 and 6.	310.....							Do.
Aug. 6.....	Seneca.....	Off St. George, N. Y.	Osprey, m. b.	10				Out of fuel; towed alongside cutter and supply furnished.
Do.....	60.....	24 miles S.				9		Assisted in saving building in danger of catching fire from burning house near by.
Do.....	61.....	$1\frac{1}{2}$ miles N.						Assisted in removing contents of burning cottage; also helped work pumps.
Do.....	217.....	$\frac{1}{2}$ mile SW.	Oudla Ferguson, m. b.			4		Recovered body of man drowned by falling overboard.
Do.....	222.....	3 miles NW.						Escorted to Padre Island and back a fleet of small boats carrying 500 soldiers.
Do.....	304.....	3 miles SE.	m. b.			1		Propeller damaged; towed to dock.
Do.....	288.....	7 miles SW.	Rita McDonald, str.	69		5		Stranded; called tug, took soundings, ran lines, and otherwise assisted in work of floating vessel.
Do.....	266.....	500 yards W.	Jewel, m. b.			1		Out of fuel; towed to boat-house.
Do.....	266.....	$\frac{1}{2}$ mile N.	Normandie, str.	567	Coal.	14		Unfamiliar with harbor; piloted to dock.
Do.....	286.....	800 yards W.	rowboat.					Adrift; picked up and held for claimant.
Aug. 7.....	Mackinac.....	St. Marys River.	Istimping, str.	6,924				Kept channel clear of vessels while tug was engaged in floating steamer.
Do.....	do.....	do.	—, rowboat.			3	2	Overturned in rapids; 2 men rescued by outsiders, 1 drowned; survivors given restorative treatment aboard cutter.
Do.....	23.....	$\frac{1}{2}$ mile S.	Sirsasie, slip.			2		Unable to make harbor in fog; piloted to safe anchorage.
Do.....	60.....		Unknown str.					Warned away from shore by firing gun.
Do.....	289.....	3 miles NE.						Recovered body of drowned swimmer and turned it over to police.
Do.....	266.....	4 miles W.						Carried sick child to a doctor.
Do.....	284.....	4 miles SW.						Recovered body of drowned swimmer.
Aug. 8.....	50.....	1 mile N.	Ventura, slip. yt.	26		11		Struck reef while in race; put 5 passengers aboard another boat and helped float vessel.
Do.....	91.....	At station.						Succored and turned over to police 2 small boys who had run away from home.
Aug. 8-9.....	269.....	Near station.					2	Carried sick woman to boat to be taken to hospital.

Miscellaneous assistance—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1916.								
Aug. 12.	20.	1 mile N.	—, skiff.			2		Unable to stem current; occupants warned to land; hauled boat out above high tide.
Do.	22.	1 mile N.						Recovered body of drowned man; resuscitation attempted.
Do.	88.	At station.						Engine disabled; repairs made.
Do.	122.							Carried man to Atlantic City to a doctor.
Do.	123.	1 mile SE.	—, skiff.			2		Dragging toward breakers; towed to safety.
Do.	234.	1 mile SE.						Recovered body of Canadian soldier drowned Aug. 9.
Do.	240.	500 feet NNE.						Gave restorative treatment to bather suffering from heart trouble.
Aug. 13.	23.	At station.	—, m. b.			1		Engine disabled; loaned spark plug.
Do.	23.	500 yards N.	Sally II, m. b.			1		Set engine running.
Do.	23.	2 miles SW.	—, m. b.			5		Do.
Do.	86.	14 miles N.	Evelyn, m. b.			2		Stranded; floated without assistance; piloted to harbor.
Do.	92.	14 miles E. by N.	—, m. b.			5		Engine disabled; towed to destination.
Do.	98.	1 mile SSW.	Marlon, str.	39		86		Around in channel; landed 42 passengers; vessel floated at high tide.
Do.	121.	200 yards SSE.					2	Sheltered 2 wayfarers overnight.
Do.	133.	1 mile E.	Electric, m. b.			1		Run ashore on account of engine trouble; launched and towed to safe place.
Do.	239.							Carried out to water's edge in rough sea 18 workmen to engage in recovering bodies of men killed in tunnel explosion July 24.
Do.	278.	6 miles S.	J. T. Hutchinson, str.	3,690		25		Parted line in gale; stranded; ran lines for tugs that pulled vessel afloat.
Aug. 13-14.	81.	1 mile N.	Ella, m. b.			3		Started engine twice; pulled boat offshore once and later picked it up as it was drifting out to sea.
Aug. 14.	19.							Assisted in the arrest of 3 men suspected of selling arranged furs.
Do.	53.	2½ miles WNW.	Regina, m. b.			3		Out of gasoline; around; fuel supplied and boat conveyed to safe water after being pulled off by tug.
Do.	81.	3 miles NNW.	Jy Jlypop, m. b.			1		Engine disabled; towed to Sayville, N. Y.
Aug. 15.	Macinae.	1 mile E.	—, row boat.					Steel boat 72 feet long found adrift; picked up and held for claimant.
Do.	29.	1 mile E.	Tango, m. b.			1		Engine disabled; put in running order.
Do.	61.	1 mile SE.	Flying Squirrel (hydroplane).			2		Signaled amateur boatman where to land to avoid accident; also assisted in repairing motor and getting machine ready for flight.
Do.	235.	12 miles SW. by W.						Proceeded 12 miles to lights and brought ashore body of man picked up by lightsup crew.
Do.	237.	1 mile WSW.						Recovered body of bather drowned on the 13th.

Do.....	283.....	100 feet W.....	—, rowboat.....	.....	.....	1	Young girl rowing near station lost rowlock; towed to wharf.
Do.....	311.....	7 miles NW.....	—, m. b.....	.....	.....	1	Batteries dead; towed to station and engines set running.
Aug. 15-16..	88.....	At station.....	—, m. b.....	.....	.....	2	Engine trouble; sheltered boatmen overnight and towed boat to Amityville, N. J.
Aug. 16-17..	16.....	do.....	.....	.....	.....	.....	Assisted doctor to dress injuries of boy struck by electric car.
Do.....	25.....	Near station.....	—, m. b.....	.....	.....	3	Engine trouble; towed to moorings.
Do.....	67.....	At station.....	.....	.....	.....	5	Sheltered automobile party of 5 persons overnight.
Do.....	132.....	1 mile WSW.....	—, bateau.....	.....	.....	1	Orlock broken and unable to make landing; towed to safe berth.
Do.....	239.....	1 mile E.....	.....	.....	.....	.....	Recovered body of drowned swimmer.
Do.....	281.....	1 mile S.....	.....	.....	.....	.....	Do.
Do.....	309.....	2 miles N.....	.....	.....	.....	.....	Assisted in fighting fire at Ocean Park, Ore.
Do.....	310.....	3 miles SSW.....	.....	.....	.....	.....	Recovered gill net lost from fish boat.
Aug. 16-17..	84 and 85.....	1 1/2 miles W. station 84.....	Emma E. Overton, sch.....	35	Coal.....	2	Stranded and sunk; summoned doctor to treat injured master; stripped vessel and removed gear.
Aug. 17.....	Mackinac.....	500 yards S.....	.....	.....	.....	.....	Informed lighthouse tender of displacement of gas buoy
Do.....	24.....	2 miles E. by S.....	Mariana, str.....	3,063	Sisal.....	1	Helped remove to ambulance 4 people injured in auto mobile accident.
Do.....	30.....	1 mile NW.....	—, rowboat.....	.....	.....	.....	Put pilot on board.
Do.....	82.....	1 mile N.....	.....	.....	.....	.....	Woman unable to row against tide; towed to dock.
Do.....	283.....	1 mile E.....	—, dory.....	.....	.....	.....	Recovered body of drowned man; resuscitation attempted.
Aug. 18.....	20.....	1 mile SE.....	.....	.....	.....	.....	Foiled anchor and drifted out with tide; recovered and returned to owner.
Do.....	25.....	1 mile NW.....	Olga, catboat.....	.....	.....	1	Sails torn; towed to City Point.
Do.....	25.....	Near station.....	Bonita, m. b.....	.....	.....	2	Engine trouble; towed to mooring.
Do.....	81 and 82.....	Near station 82.....	—, canoe.....	.....	.....	2	Towed 2 girl canoeists back to their camp; they had suffered a capsize and were afraid to return alone.
Do.....	88.....	1 1/2 miles W.....	Aranell, m. b.....	.....	.....	2	Ran aground; floated.
Do.....	113.....	270 feet NW.....	.....	.....	.....	.....	House on fire near station; prompt action by crew saved building and adjacent property.
Do.....	276.....	150 yards NW.....	—, flat.....	.....	.....	.....	Adrift; picked up and restored to owner.
Aug. 19.....	12.....	100 yards E.....	—, m. b.....	.....	.....	5	Given directions for crossing bar.
Do.....	14.....	6 1/2 miles NW.....	—, dory.....	.....	.....	.....	Recovered boat taken without owner's consent.
Do.....	16.....	2 miles W.....	.....	.....	.....	.....	Procured doctor and carried him to scene of automobile accident in which 5 persons had been injured.
Do.....	20.....	1 mile from station.....	Katy, m. b.....	.....	.....	6	Transported sick child on way to his home.
Do.....	25.....	Near station.....	—, sharpie.....	.....	.....	.....	Engine disabled; towed to moorings.
Do.....	42.....	1 1/2 miles NNE.....	.....	.....	.....	.....	Found adrift in surf; towed to safe place and notified owner.
Do.....	46.....	3 1/2 miles ENE.....	Dixie, catboat.....	.....	.....	2	Found teamster lost overnight in fog.
Do.....	47.....	6 miles NE.....	.....	.....	.....	.....	Found 2 boys who had gone sailing in damaged boat.
Do.....	82.....	3 miles W.....	.....	.....	.....	.....	Helped put out grass fire that threatened village.
Do.....	83 and 84.....	1 mile W. station 84.....	—, catboat.....	.....	.....	2	Unable to beat back into inlet; anchored and swam ashore for help; sailed boat in to landing.
Do.....	113.....	2 1/2 miles NW by W.....	Anna R., m. b.....	.....	.....	2	Stranded; pushed off and piloted to channel.
Do.....	188.....	3 miles SE.....	Unknown str.....	.....	.....	.....	Warned away from shore by Coast signal.
Do.....	239.....	2 miles SE.....	.....	.....	.....	.....	Recovered body of man from Cuyahoga River.
Do.....	307.....	2 miles NW.....	.....	.....	.....	.....	Extricated automobile from sand.

Miscellaneous assistance—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction from reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1916.								
Aug. 19.....	207.....	5 miles NW.....						Assisted in saving barn and outbuildings endangered by burning dwelling.
Do.....	211.....	500 yards NW.....	Flyer, m. b.....			1		Engine disabled; set running.
Aug. 19-20.....	239.....	4 miles NW.....						After long search recovered body of man drowned by falling off waterworks crib.
Aug. 20.....	112 and 113.....	1 mile NE station 113.	Dorothy, slip.....			7		Went on shoals; landed occupants; set sails and boat floated on rise of tide.
Do.....	147.....	1½ miles SSW.....	Annie, m. b.....			9		Engine disabled; set running.
Do.....	247.....	1 mile E.....	—, lgt.....					Marooned at breakwater, leaking; put men on board to look after vessel.
Do.....	267.....	St. Marys Lake.....						Accompanied by doctor went 11 miles inland by automobile and recovered body of drowned boy.
Do.....	274.....	1 n ile NE.....						Recovered body of drowned swimmer.
Do.....	284.....	4½ miles SW.....						Recovered body of drowned swimmer.
Aug. 20-21.....	305.....	Hooper Bay.....	Emily, sch.....	10		6	6	Blown out to sea; occupants without food or water for week; finally drifted into Nome roadstead, given food and clothing.
								Picked up body of drowned man.
Aug. 21.....	Mackinac.....	St. Marys River.....						Located parents of small boy found by cottager near station.
Do.....	20.....							About to go on reef; warned away by Coaston signal.
Do.....	29.....	1 mile N.....	Unknown sch.....					Engine disabled; unable to proceed home in darkness
Do.....	84.....	1 mile E.....	Antoinette H., m. b.....			6		landed party and helped anchor boat.
Do.....	89.....	2 miles E.....	Maddie, m. b.....			2		Out of fuel; towed to dock.
Do.....	155.....	3 miles SSE.....	Laurel, buoy tender.....	190	Coal and buoys.	10		Piloted to landing.
Do.....	239.....	1½ miles NE.....						Recovered body of drowned man; resuscitation attempted.
Do.....	266.....	Near station.....	Laurine, m. b.....			2		Removed line from propeller.
Do.....	284.....	2½ miles NE.....	Maritima, str., and tow.....	2,954	Iron ore.	21		Stranded; sent for tug to pick up large steamer had in tow; steamer released by tug Meyer.
Do.....	317.....							Removed man from hospital to his home on a stretcher.
Aug. 22.....	144.....	1 mile NW.....	—, m. b., and tow.....			5	1	Launch capsized and sank; transferred cargo to service boat, floated launch and towed both boats to Fenwick Island bridge and turned them over to another vessel; gave master dry clothing.
								Recovered body of man from the water.
Do.....	235.....	4 miles S.....						Do.
Do.....	239.....	15 miles SE.....						Recovered body of drowned boy; resuscitation attempted.
Do.....	276.....	1½ miles NE.....						Capsized; recovered canoe; occupants picked up by tug.
Do.....	280.....	6 miles N.....	—, canoe.....			2		

Do.....	284.....	5½ miles NNW	.....	.....	.....	.....	Man asleep on deck of steamer rolled overboard and drowned; body recovered.
Do.....	311.....	1½ miles SE	.....	.....	.....	.....	Pulled automobile out of ditch.
Aug. 23.....	28.....	1 mile NE	.....	.....	.....	.....	Found bottom up; held, and owner advertised for.
Do.....	29.....	2 miles NNW	.....	.....	.....	.....	Found in surf; hauled up on beach.
Do.....	33.....	1 mile W	.....	.....	.....	.....	Standing on bar; warned away by Coast signal.
Do.....	87.....	1 mile NNW	.....	.....	.....	4	Engine disabled; towed part way to destination.
Do.....	162.....	1 mile S	.....	.....	.....	2	Carried in surf; helped haul boat up on beach.
Do.....	219.....	1½ miles S	.....	.....	16	3	Engine disabled outside harbor; engaged tug and accompanied it out to boat.
Do.....	234.....	1 mile W	.....	.....	50	8	Got line in wheel and stranded; made 18-mile trip to summon tug; ran lines; tug pulled vessel clear.
Do.....	239.....	1 mile NE	.....	.....	.....	3	Engine disabled; drifted on city dump; pulled clear and towed to pier.
Do.....	267.....	1 mile SE	.....	.....	.....	.....	Recovered body of man from water.
Aug. 24.....	25.....	1 mile NW	.....	.....	.....	2	Rudder broken; towed to yacht club.
Do.....	29.....	1½ miles NNW	.....	.....	.....	.....	Hauled automobile out of deep sand.
Do.....	34.....	1 mile N	.....	.....	.....	.....	Dangerously near shore in fog; warned off by Coast signal.
Do.....	40.....	3½ miles NNW	.....	.....	.....	.....	Recovered body of boy from mill pond.
Do.....	142.....	1 mile S	.....	.....	.....	6	Assisted over shoals on way to sea.
Do.....	162.....	1 mile N	.....	.....	.....	.....	Picked up body of drowned bather; washed ashore, and turned it over to undertaker.
Do.....	246.....	1 mile S	.....	.....	.....	1	Furnished cloak to woman bather suffering from cold, and called cab to take her home.
Do.....	311.....	1½ miles NW	.....	.....	.....	.....	Towed back to moorings in lake; conveyed to place where broken adrift.
Aug. 25.....	20.....	36° 13' N; 75° 27' W 1 mile NE by E	.....	.....	.....	.....	Blow up topmast of submerged vessel.
Do.....	22.....	1 mile NE	.....	.....	.....	2	Recovered body of man drowned Aug. 11 when tender of power boat Florence capsized.
Do.....	239.....	East basin	.....	.....	.....	3	Engine disabled; towed to pier.
Do.....	247.....	Lillia P., m. b. Josephine, m. b.	.....	.....	.....	5	Shaft damaged 25 miles offshore; towed by steamer to harbor; repairs made at station.
Do.....	256.....	3 miles SW	.....	18 U. S. mail	.....	2	Engine disabled out in lake; conveyed to place where repairs could be made.
Do.....	271.....	5 miles N	.....	.....	.....	1	Stranded and flired; hauled out and towed to station.
Do.....	273.....	1 mile NW	.....	.....	.....	1	Out of fuel; towed to boat house.
Do.....	304.....	1 mile SW	.....	.....	.....	3	Engine disabled in harbor; towed back to steamer.
Aug. 26.....	14.....	Near station	.....	.....	.....	1	Engine disabled; towed to mooring.
Do.....	82.....	.....	.....	.....	.....	.....	Transmitted to absent parent information as to condition of his sick child.
Do.....	141.....	450 yards N	.....	.....	.....	.....	Pulled automobile out of quicksand.
Do.....	280.....	2 miles N	.....	.....	.....	.....	Recovered body of man drowned Aug. 20.
Do.....	311.....	1 mile NW	.....	.....	.....	.....	Picked up and beached spar 65 feet long.
Do.....	323.....	.....	.....	.....	.....	1	Out of fuel; towed to Sausalito, Cal.
Aug. 27.....	7.....	1 mile N	.....	.....	11	3	Unable to proceed in fog; towed to Fort Clyde, Me.
Do.....	16.....	At station	.....	.....	.....	.....	During severe thunderstorm shattered 3 automobiles whose machine was disabled near station.
Do.....	22 and 23.....	Ipewich Bar	.....	.....	.....	1	Engine disabled; stranded; floated unassisted; towed to Annisquam.
Do.....	25.....	1 mile N	.....	.....	.....	6	Ran ashore; pulled aloft.
Do.....	.....	Growler, catboat	.....	.....	.....	.....	.....

Miscellaneous assistance—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1916.								
Aug. 27.....	29.....	250 yards E.....	Raven, m. b.....			2	2	Directed to safe anchorage.
Do.....	85.....	2 miles W.....						Found badly decomposed body on beach and turned it over to owner.
Do.....	88.....		Janette, m. b.....			1	1	Stranded; pulled off.
Do.....	89.....	At station.....					3	Succored 3 boy campers whose tent had blown down in storm.
Do.....	273.....	$\frac{1}{2}$ mile E.....	Foam, sch. yt.....			10		Put out fire on old dam.
Do.....	279.....	$\frac{1}{2}$ mile NE.....						Went against sea wall while trying to get under way; towed out to deep water.
Aug. 28.....	Penrose.....	Pensacola Bay.....						Removed 2 heavy timbers from channel and beached them.
Do.....	25.....	$\frac{1}{2}$ mile N.....	Georgia, m. b.....			2	2	Engine disabled; towed to yacht club.
Do.....	39.....	$\frac{1}{4}$ miles E. by S.....	Santiago, str.....	2,356	Sisal.....	2	2	Put pilot on board.
Do.....	45.....	At station.....	_____, m. b.....					Out of fuel; occupants drowned; succored and furnished gasoline.
Do.....	61.....	$\frac{1}{2}$ mile NW.....						Hygeia Hotel on fire; helped remove furniture and protect near-by buildings; hotel destroyed.
Do.....	88.....							Provided transportation to campers summoned to New York City.
Do.....	Comanche and 219.....	$\frac{1}{4}$ miles SE. station.....	Ogeeche, str.....	2,667		31		Grounded while bound out of harbor; station crew and cutter stood by; floated unassisted.
Do.....	236.....	13 miles NNW.....	Unknown str.....					Warned away from shore by Coast signal.
Aug. 29.....	Penrose.....	Pensacola Bay.....						Removed heavy timber from channel and beached it.
Do.....	25.....	$\frac{1}{2}$ mile N.....	Minnie, m. b.....			3		Stranded; hauled off.
Aug. 30.....	3.....	5 miles NW.....	Pauline, m. b.....			2		Stranded; minor assistance given.
Do.....	113.....		William Booth, sch.....	545	Coal.....	6		Transported fish-pound inspector on his rounds.
Do.....	139.....		_____, yawl.....					Towed from outer to inner harbor for fumigation.
Do.....	272.....							Broke adrift from stoop and drifted ashore; recovered and shipped to owner in Chicago.
Aug. 31.....	1.....	24 miles NE.....	_____, m. b.....			1		Engine disabled; towed to Lubec, Me.
Do.....	15.....	$\frac{1}{2}$ mile NW.....	_____, m. b.....			4		Engine disabled; towed to Portsmouth, N. H.
Do.....	130.....							Reported to coroner finding of body of drowned man.
Do.....	191.....		Hettie, m. b.....			2		Towed to Moreland City, N. C.
Do.....	247.....	1 mile E.....	Two skiffs.....			5		Landed 5 men and boys from breakwater. They had gone out in skiffs and were prevented by wind from returning ashore.
Sept. 1.....	29.....	$\frac{1}{4}$ miles SE.....	_____, rowboat.....					Drifting to sea; recovered and held for claimant.
Do.....	31.....							Called doctor to remove fishhook from man's hand.
Do.....	38.....	$\frac{1}{2}$ mile NE.....	_____, m. b.....			1	1	Stranded and broke up; succored occupant, who had landed unassisted; saved engine and equipment.
Do.....	150.....	$\frac{1}{4}$ miles SW.....						Fought fire in fish factory, saving adjacent buildings.
Do.....	297.....	$\frac{1}{2}$ mile S.....	Sea Wren, m. b.....			2		Engine disabled; towed to mooring.

Do.	323.	2 miles W.	—, m. b.	—, m. b.	2	Out of fuel and at mercy of tides; supply of fuel loaned.
Sept. 2.	20.	2 miles SE.	—, dory	—, dory	2	Adrift; hauled up on beach clear of tide.
Do.	22.	4 miles WNW.	Boy Scouts, ywl.	—, dory	2	Ran ashore in wind; pulled off and towed to Pigeon Cove.
Do.	31.	1 mile WNW.	—, dory	—, dory	2	Upset in surf; helped bail out boat and haul her up clear of tide.
Do.	83.	5 miles W.	Ghost, slip.	—, dory	3	Towed over bar into inlet.
Do.	204.	2 miles NE.	Unknown str.	—, dory	2	Heading for shoals; warned off by code signals.
Do.	235.	1,000 feet WSW.	U & I, canoe.	—, dory	2	Unable to paddle against wind, blown ashore; took canoe and occupants to yacht club.
Do.	279.	4 mile NE.	Nonawa, slip.	—, dory	6	Grounded while on way out of harbor; pulled clear.
Sept. 3.	14.	—, m. b.	—, m. b.	—, m. b.	—	Carried sick girl to Portsmouth, N. H., for hospital treatment.
Do.	30.	1 mile E by S.	Madeline, m. b.	—, m. b.	5	Signaled message to Danish steamer offshore.
Do.	80.	2 miles N.	Witch, m. b.	—, m. b.	5	Engine disabled; made necessary adjustments.
Do.	81.	1½ miles N.	—, m. b.	—, m. b.	5	Landed occupants of disabled boat to permit them to telephone.
Do.	190.	4 miles N.	Columbia, m. b.	145	9	Misook beacon and stranded; went to Beaufort, N. C., and procured tug.
Do.	252.	—, m. b.	—, m. b.	—, m. b.	—	Transported 2 persons prevented by storm from using their own boat.
Do.	262.	1 mile N.	Life raft.	—, slip.	1	Stranded; pulled afloat.
Do.	273.	600 feet S.	—, slip.	—, slip.	—	Set adrift by wind; towed ashore.
Do.	276.	200 yards SW.	Norway, str.	5,314	31	Put out fire on railroad trestle.
Sept. 4.	284.	Fox Point, Wis.	—, m. b.	—, m. b.	—	Stranded in fog; ran lines, took soundings, and stood by while tug pulled steamer off.
Do.	14.	1½ miles NE.	—, m. b.	—, m. b.	1	Carried sick woman to Portsmouth, N. H., to a doctor.
Do.	23.	—, m. b.	—, m. b.	—, m. b.	—	Boat on rocky beach with intoxicated man on board; man rescued by policeman; boat floated by keeper and taken to safe place.
Do.	82.	1½ miles W.	Acto, m. b.	—, m. b.	2	Stranded; assisted in floating.
Do.	98.	1½ miles SW.	—, bateau.	—, bateau.	2	Unable to row against tide; towed to safety.
Do.	113.	—, m. b.	—, m. b.	—, m. b.	—	Carried fish pound inspector on his rounds.
Do.	147.	24 miles NNW.	Ethel Powell, m. b.	—, m. b.	4	Stranded; ran anchor; boat floated on rise of tide.
Do.	153.	1 mile S. by W.	Happy Home, slip.	—, m. b.	5	Do.
Do.	235.	400 yards E.	—, m. b.	—, m. b.	—	Recovered body of drowned boy; resuscitation attempted.
Do.	246.	4 mile N.	—, m. b.	—, m. b.	—	Prevented cottage close to burning barn from catching fire.
Do.	262.	—, m. b.	—, m. b.	—, m. b.	—	Recovered trap net and restored it to owner.
Sept. 4-5.	119.	—, m. b.	—, m. b.	—, m. b.	—	Carried fish pound inspector on his rounds; also lodged him overnight.
Sept. 5.	10.	4 mile NE.	Lizzie Lane, sch.	231	5	Beachlight; towed until wind raised, then worked off shore.
Do.	30.	4 mile SW.	—, m. b.	—, m. b.	2	Gave breakfast to fishermen with disabled engine and carried them to town to obtain part needed to make repairs.
Do.	123 and 126.	—, m. b.	—, m. b.	—, m. b.	—	Carried fish pound inspector on his rounds.
Do.	166.	1½ miles E.	Unknown str.	—, m. b.	—	Warned off Pebble Shoals by code signal.
Do.	280.	1 mile SE.	—, rowboat.	—, rowboat.	2	Caught in squall while tending nets; occupants picked up by passing steamer; took them off vessel and recovered their boat and nets.

Miscellaneous assistance—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1916.								
Sept. 6.	31.	1½ miles SE.	—, m. b.					Heading for rocks in fog; warned off.
Do.	132.							Lodged fish pound inspector and carried him on his rounds.
Do.	234.	1 mile NE.	—, rowboat.					Struck in lake; raised and hoisted to pier.
Sept. 7.	87.	2 miles N.	—, m. b.			5		Ran aground in fog; took off occupants and landed them.
Do.	239.	Cuyahoga River.						Picked up floating body of man and sent it to morgue.
Do.	234.	5 miles NNE.	Pere Marquette No. 3, str.	924	Fruit and merchandise.	96		Stranded in fog; ran lines, floated by tugs after considerable effort.
Sept. 8.	308.							Harbor light buoy not working; notified inspector.
Sept. 9.	31.	½ mile NE.	Evelyn, dory.					Adrift; picked up and held for claimant.
Do.	31.	1 mile ENE.	—, dory.					Do.
Do.	88.	½ mile E.	—, m. b.					Gave first aid to man injured by falling on gunwale of his boat.
Do.	107.	½ mile NW.	—, gunning boat.			3		Stranded; worked aloft.
Do.	297.	½ mile E.	Franco Miner, sch.			2		Sunk in collision; occupants rescued by boat that caused accident; boat righted and towed to Bayhead.
Do.	286.				Wood slabs.	2		Decalmed; towed in to a dock.
Sept. 10.	9.	100 yards N. by W.						Adrift; picked up; found owner by advertising.
Do.	88.	200 yards E.	—, m. b.			5		Engine disabled; towed to destination.
Do.	89.	2 miles NW.	Arcadia, m. b.	17		14		Extricated automobile from sand.
Do.	187.	½ mile W.	—, rowboat.					Ran on bar; floated and towed to dock.
Do.	238.	½ mile NW.	—, m. b.					Broke loose from schooner; returned to vessel.
Do.	260.	½ mile NW.	Mary Ludwig, sch.	68	Wood slabs.	2		Drifted away after engine had been removed to beach for repairs; picked up and towed to harbor.
Do.	324.							Repaired schooner's pumping and hoisting engine.
Do.								Recovered body of man killed by falling over 400-foot cliff at Land's End.
Sept. 12.	Penrose	Pensacola, Fla.	Marketherdes, m. b.					Fire on board held under control until local fire department arrived.
Do.	61.	1½ miles SE.						Helped remove furniture, etc., from burning cottage.
Do.	88.	300 yards SE.	Adele, m. b.			2		Stranded; pulled aloft.
Do.	88.	400 yards SE.	Lemon, m. b.			8		Do.
Do.	176.	400 feet W.						Carried sick boy to a doctor at Mantec, N. C.
Do.	276.							Gave first aid to man run over by wagon, and saved his team of mules which had gone into river.
Do.	289.	2 miles S.	Gifford, str.	68		4		Piloted into harbor.
Do.	320.	600 yards W.	Unknown str.					Fired Lyle gun to warn steamer dangerously near shore in fog, saving her from disaster.
Sept. 13.	81.	1 mile E.	—, catboat.			1		Ran aground; pulled off.
Do.	235.	4½ miles S.						Recovered body of boy drowned by falling off crib; resuscitation attempted.

Do.	290.	1 mile NW.	Mary Ludwig, sch.	68	Wood slabs	2	Hove up anchor and helped make sail.
Do.	311.	7 miles NW	O. M. Clark, str.	844		25	Ran on rocks but got off unassisted; sent message to Astoria requesting tug to be ready to assist vessel when she reached that port.
Sept. 14.	9.	1 mile NE. by E.					Helped submerge fire in cottages, thereby saving much adjacent property.
Do.	30.	1 mile SE.	Eagle, m. b.			2	Out of fuel; carried boatman to Plymouth to obtain supply and back again to his vessel.
Do.	258.	2 miles N.	—, m. b.		Huckleberries.	4	Engine disabled; stranded; floated and towed to harbor.
Do.	311.					1	Searched for and found fisherman who had failed to return home in season.
Do.	311.	Jetty sands.					Range light not burning; notified Lighthouse Service.
Sept. 16.	Ponrose.	Pensacola Bay.					Removed 20-foot log from channel and beached it.
Do.	20.	2 miles E.	Johan Ludwig Mo- winckel, Nor. str.	1,723	Sisal.		Steamer inbound; put pilot aboard.
Do.	26.	Near Boston Light.	Onward, m. b.			7	Engine disabled; landed 3 women and towed boat to mooring.
Do.	29.	1 mile E.	—, m. b.			2	Batteries dead; landed man to procure new batteries and put him back on board.
Do.	189.	3 miles N.	—, m. b.			1	Engine disabled; repairs made.
Do.	274.	Near station.					Extinguished fire on Government pier, saving property valued at \$3,000.
Do.	12.	300 yards WSW.	—, rowboat.			3	Capsized; succor afforded.
Do.	30.	2 miles E. by S.	Rayonne, str.	3,294	Sisal.	45	At request of owners signaled message to vessel.
Do.	31.	1 mile WNW.	—, dory.				Found in surf full of water; bailed out and hauled up on beach.
Do.	82.	1 mile NE.	Rainbow, m. b.			3	Stranded; worked afloat.
Do.	88 and 89.	1 1/2 miles W.	We Three, m. b.			5	Do.
Do.	89.	1 mile N.	Rambler, m. b.			8	Engine disabled; occupants intoxicated; towed to Freeport, N. Y.
Do.	246.	3 1/2 miles S.	Gratlot, slip.			2	Taken to safe anchorage for night.
Do.	256.	6 miles S.	Olga, sailboat.			1	Beached on account of high winds; hauled up beyond surf.
Do.	260.	1 mile NW.	Lucia A. Simpson, sch.	227	Cedar posts.	6	Assisted in raising anchor and making sail.
Do.	287.	200 feet S.	James H. Hall, m. b.	100		4	Came into harbor waterlogged; helped pump vessel out and tow her to port; distance run with lifeboat 64 miles.
Do.	311.	1 mile N.					Recovered floating Army target that had gone adrift.
Sept. 15-18.	Tampa.						Recovered gas buoy adrift off Cape Lookout, and turned it over to tender Mangrove.
Sept. 18.	37.	1 1/2 miles NE.	Jessie Costa, sch.	130		25	Helped care for badly injured fisherman landed from vessel and carried him to railroad en route to hospital.
Do.	119.	2 miles WSW.	Eletne, m. b.			5	Engine disabled; made repairs.
Do.	285.	2 miles SE.	—, skiff.				Adrift; recovered and restored to owner.
Do.	304.	1 mile NW.	—, lgt.		Coal.	1	Skiff that had lighter in tow unable to stem current; towed to destination.
Do.	310.	3 miles S by E.					Helped Weather Bureau official locate submarine cable.
Do.	311.	500 yards NW.	—, m. b.			1	Set disabled engine going.
Do.	320.	24 miles S.	Unknown str.				Heading on shore; warned off by Coston signal.
Sept. 19.	168.	1 mile E.	Vitalia, Nor. str.	1,159			Do.
Do.	241.	6 miles NW.	—, m. b.			2	Engine disabled in lake; towed to Catwaba Island, Lake Erie.

Miscellaneous assistance—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1916.								
Sept. 19.	285.	1,000 feet SW						Recovered body of sailor killed by moving propeller while painting at stern of his vessel.
Sept. 20.	247.	100 yards W.						Fire in starch factory; building saved by quick response of station crew.
Sept. 20-21.	249.	14 miles NE.	Helen C., str.	622	Lumber.	17		Went on reef in smoky weather with barge James Mowatt in tow; assisted to jettison cargo, after which vessel floated.
Do.	249.	do.	James Mowatt, bge.	523		7		Do.
Sept. 21.	Mackinac.							Keeper of North Entrance Light drowned by falling from boat; kept light burning until man could be sent to take charge of it.
Do.	22.	14 miles NNE.	—, m. b.		Lobsters.	1		Engine disabled; towed to wharf.
Do.	32.	1 mile E.	—, m. b.					Recovered bodies of 2 young men drowned while bathing.
Do.	87.	1 mile E.	Eskimo, Br. sch.	99		4		Recovered body of man bather from surf.
Sept. 22.	2.	34 miles E.						Recalmed in current and unmanageable; towed a mile offshore out of danger.
Do.	147.	14 miles NE.	—, skiff.			1	1	Hauled out on beach; succored boatman overnight.
Do.	150.	4 miles W.	—, lgt.					Broke away from towing vessel and went ashore; pulled clear and returned to vessel.
Do.	192.	74 miles NE.	—, sailboat.			1		Carried man stung by stingaree to town to a doctor.
Do.	236.	1 mile W.	B. L. Pennington, bge.	1.185		9		Capsize; occupant rescued by outsiders; helped get boat ashore.
Do.	308.							Aground in bay; ran hawser; pulled off by tug.
Sept. 23.	10.	1 mile N.	Go-get-em, m. b.			2		Notified Inspector of failure of Willapa Harbor Light to burn.
Do.	22.	4 miles SSW.	W. K. Moore, bge.	618	Coal.	4		Stranded in fog; landed occupants; boat lost.
Do.	25.	4 miles W.	Darb, m. b.			2		Broke adrift from towboat in fog; sent off telegrams.
Do.	125.	4 miles M.	Katherine, slip.					Out of fuel; towed to place where supply could be obtained.
Sept. 24.	16.	500 yards N.						Parted line and drifted against bridge; towed to safe mooring.
Do.	25.	4 miles S.	—, dory.			3		Carried to her home an aged woman who had fallen and injured her leg.
Do.	25.	At station.	Nereus, m. b.			3	2	Broke out and drifted ashore; took occupants off and landed them with their boat at yacht club.
Do.	88.	300 yards SE.	Unknown str. and bge.			3		Succored; 2 men lost from their vessel in fog.
Do.	204.	24 miles NNE.	Mildred, m. b.			3		Stranded; pulled aloft.
Do.	217.	4 miles NNE.						Hauled for shoals; warned off by Coston signal.
Do.	284.	5 miles W.						Engine disabled; towed to pier.
								Recovered laundry wagon and body of horse that had fallen from dock.

Do.	322.	Near Lime Point.	—, rowboat.	3	
Sept. 25.	Mackinac.				Landed in dangerous place and afraid to launch; pulled off and towed. (See Serials to 321.)
Do.	9.	1½ miles S.	—, rowboat.		Carried off out to Hay Lake Range Lights to adjust sails, and brought ashore effects of deceased keeper of North Branch Light.
Do.	88.	¾ mile SE.	Lottie, slip.	2	Boat parted line while in tow of launch; returned to launch.
Do.	113, 119, and 122.	Drunk, Dick Shoals.	Torgard, Sved, str.	20	Stranded; directed where to place lines to float vessel. Transferred fish-pound inspector on his rounds.
Do.	196.	¾ mile N.	—, sharpie.		Engine disabled; stranded; took soundings, floated by tug.
Sept. 26.	85.	Off station.	Belle W. Culbert, m. b.		Adrift; brought ashore and held for cleimant.
Do.	125.	At station.	—, m. b.		Notified proper officer that gas buoy had gone adrift.
Do.	266.	300 yards SW.	Josephine, m. b.	5	Delivered message to vessel.
Sept. 27.	81.	200 yards E.	Mary Ann, m. b.	5	Stranded; worked clear.
Do.	193.	800 feet SW.	—, sailboat.		Taken to safe mooring to prevent damage by wind and sea.
Do.	247.	Near station.	B. F. Berry, str.		Packed cable and stranded; pulled clear and returned to mooring.
Do.	297.	¾ mile SE.	—, catboat.		Unmanageable in fresh breeze; towed to yacht club.
Do.	246.	¾ mile NE.	Rhona, m. b.	1	Picked up floating body of man and sent it to morgue.
Sept. 28.	25.	350 yards N.	Unknown str.		Help release horse that had become fast in stall.
Do.	229.	Snake River.	Jewel Guard, m. b.	3	Following collision between sterner and launch Fawcett, loaded man from last-named vessel.
Do.	246.				Delivered telegram to lightship Huron.
Do.	247.				Dragging toward sea wall in high wind; sailed to shelter place and made.
Sept. 30.	31.	1 mile WNW	—, dory.		Engine disabled; stranded; pulled clear.
Do.	82.	¾ mile E.	—, skiff.	1	Went away from shore by Coast signal.
Do.	161.				Took charge of body of woman picked up by tug.
Do.	284.				Stranded; crew given instructions how to get vessel up.
Do.	305.				On beach on floor on search for vessel suspected of carrying valuable cargo of whiskey on board.
Do.	311.				Delivered mail to Desdemona Sands Light Station.
Do.	311.				Assisted in getting an omnibus out of sand near surf.
Do.	313.				Building on fire in Bandon, Oreg.; assisted in saving people in property.
Do.	317.				Trapped in property of skiff left at wharf with dynamite and fuses on board.
Oct. 1.	Onondaga.	Norfolk, Va.	Wapsie, skiff.		Recovered body of drowned man.
Do.	Mackinac.	¾ mile NE.	—, skiff.	1	Filled in rough sea; hauled out on beach; occupant killed by outsiders.
Do.	247.	¾ mile W.	Anna D., str.	1	Set adrift by wash of passing vessel; helped return to wharf.
Oct. 1-2.	285.				Recovered body of Wm. Rice, light keeper.
Oct. 2.	Mackinac.				Cared for sick man and called physician to attend him.
Do.	1.				Carried physician out to waterworks crib to attend injured man.
Do.	239.	4 miles NW.			Engine disabled; stranded; pulled up on beach and on ebb of tide launched and towed to harbor.
Do.	270.	5 miles N.	—, m. b.	3	

Miscellaneous assistance—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction from reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1916.								
Oct. 2-3.	311.	8 miles W.	Union, m. b.			2		Assisted revenue officers in apprehending vessel selling liquor to fishermen.
Oct. 3.	25.	½ mile NW.	No. 1, m. b.					On fire; assisted in extinguishing flames.
Do.	114.		Unknown str.					Carried to a doctor a child with a broken arm.
Do.	161.	1 mile ESE.	Portsmouth, str.			7		Engine disabled; reported accident to agent of vessel.
Oct. 4.	12.	3 miles ESE.		70				Buoy adrift; notified proper officer.
Do.	135.							Righted and hauled back to roadway an automobile that had gone over an embankment.
Do.	324.							Picked up and beached a 24-foot timber, evidently a spar or boom.
Oct. 5.	241.	3 miles NE.						Stranded, furnished rations to crew and transported 2 persons to Baltimore; vessel total loss.
Oct. 6.	Apache.	Point Lookout, Md.	General Levi Harris, sch.	47		3	3	Placed lantern on large raft of trap net stakes found anchored in path of vessels.
Do.	252.	3 miles SSW.						Ran alongside and delivered message from owner.
Oct. 7.	22.	½ mile ESE.	Herbert, str.	340		6		Stranded; ran anchor; vessel floated on rise of tide.
Do.	174 and 175.	4½ miles S.	Paloma, Cuban str.	1,403		31		Called tug for vessel wanting to be towed.
Oct. 8.	1.	3 miles ENE.	Geo. D. Edwards, sch.	541				Adrift; taken to sheltered spot.
Do.	6.	2 miles E.	—, dory			3		Engine disabled; taken in tow while repairs were made.
Do.	12.	½ mile NW.	—, m. b.			16	16	Stranded; succored crew and carried them to train; vessel total loss.
Do.	41.	Handkerchief Shoal.	Pontiac, m. b.	116				Transported 34 soldiers from Padre Island to mainland, they having missed their boat.
Do.	222.							Engine disabled; towed to dock.
Do.	304.	6½ miles SE.	—, m. b.			3		Carried sick woman to Southwest Harbor and placed her aboard steamer on way to hospital.
Oct. 9.	5.							Propeller shaft broken; called tug to assistance of vessel.
Do.	280.	2 miles SE.	Susie Chipman, str.	216		11		Broke mooring and stranded; removed engine and fixtures; vessel total loss.
Oct. 10.	98.	3 miles WSW.	Ceres, m. b.			1	1	On fire; extinguished flames; succored occupant; boat total loss.
Do.	176.	Pamlico Sound.	Willoughby, house-boat.					Piloted into harbor.
Do.	241.		—, m. b.					Removed large timber raft from path of navigation and beached it.
Do.	322 and 323.	2½ miles E.						Carried put out fire in grocery.
Oct. 11.	82.	1 mile W.	Clinchdale, str.	1,430	Sugar.	26		Carried master to Beaufort N. C., to obtain supply of provisions.
Do.	190 and 191.	9 miles W.		6,204				Stranded; sent call for tugs.
Oct. 12.	Mackinac.	St. Marys River.	Howard M. Hanna, Jr., str.					Out of fuel; towed to dock.
Do.	304.	1 mile SW.	Simon Clark, m. b.			1		

Oct. 13	9	1/2 mile N. by E.						Towed to wharf and secured a seine raft that had gone adrift.
Do.	26	Off station	—, m. b.					Ran out anchor to keep boat from going ashore.
Oct. 14	139	1 1/2 miles E. by N.	Sunbeam, sch.	108			3	Lost anchor in high sea; leaking; manned pumps and helped tug run vessel on mud flats.
Do.	222							Carried from Padre Island to mainland 12 soldiers who had missed their boat.
Do.	222							Held overnight for safe-keeping \$180 in gold belonging to man at Tarpon Beach who was afraid he might be robbed.
Do.	252	1/2 mile S.	Arthur, Br. sch.	326	Coal		4	Parted chains and went on ledge in harbor; helped start pumps and assisted tug to get schooner to a slip.
Oct. 15	34	1/2 mile NW	—, sch.					Warned away from shore by Coast signal.
Do.	155	1/2 mile NE	Estella, sch.	30	Ice and fish		7	Do.
Do.	222							Took sick man off vessel and placed him under care of an Army surgeon.
Do.	281	1/2 mile S	Acme, dinghy					Drifted off beach; picked up and taken ashore.
Do.	317	Coquille River	Acme, str.	260				Delivered message on board vessel waiting outside for tug.
Do.	320	1/2 mile W	—, str.					Warned away from shore by Coast signal.
Oct. 16	119	1/2 mile W	Elf, m. b.				2	Engine disabled; occupants rowed ashore; succored overnight.
Do.	264	1/2 mile WNW	Aurora, sch.	2, 236	Coal		8	Stranded; blocking navigation; helped secure vessel at dock until weather moderated.
Do.	286	6 miles S.	Hugo, m. b.	14	Fish		3	Line in propeller; loosed towline to private boat and stood by while it towed disabled boat to harbor.
Do.	304	4 miles SW	Geo. A. Marr, m. b.					Out of fuel; towed to dock.
Do.	320	3 miles N.	—, sailing vessel				1	Warned away from shore by Coast signal.
Oct. 16-17	120							Carried fish-pound inspector on his rounds.
Do.	247	1/2 mile NE	Sepha, Br. sch.		Lumber		5	Placed doctor on board to attend injured sailor; helped heave up anchor and make sail and towed vessel outside harbor.
Oct. 17	24	1 1/2 miles NNW	Lulu B., slip. yt.					Parted line in gale and went ashore; ran line for tug that pulled her off.
Do.	32	1 mile NE	—, dory				1	Unable to row against wind; towed home.
Do.	54							Fought fire, helping to save much valuable property.
Do.	77	2 miles NW	J. & C. Henley, m. b.	41	Coal		3	Ran aground; helped unload part of cargo and piloted vessel to safe water.
Do.	110							Furnished transportation to preacher traveling along beach.
Do.	217	4 miles WNW	—, skiff				3	Picked up skiff containing three persons who had been detained on a dike for many hours by bad weather.
Do.	226	1/2 mile SSW	Rickarton, Br. bge.	1, 173			6	Stranded in gale; ran line for tug that pulled vessel off.
Do.	272	20 yards N.	Dorothy, rowboat					Parted mooring and filled; recovered and restored to owner.
Oct. 18	16	2 miles WSW						House on fire; assisted in preventing spread of flames to near-by houses.
Do.	20	1/2 mile SW	Plover, m. b.					Dragged ashore; hauled in position for floating on rise of tide.
Do.	127	1/2 mile SW						Extinguished fire dangerously near gas tank and cot-tage.
Do.	260	300 yards N	Beatrice, m. b.	7	Miscellaneous		5	Unable to land on account of rough sea; brought occupants ashore.

Miscellaneous assistance—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1916.								
Oct. 18.	287.	4½ miles E.	Stafford, sch.	199	Edgings.	6	6	Leaking; sent for tug and after vessel reached port pumped her out.
Do.	322.	1½ miles E. by N.	Cartwright, str.	114		21	21	Engine disabled; stood by to reassure passengers pending arrival of towing steamer.
Oct. 19.	Tallapoosa.	Mobile Bay.	Porto Parra, Port. bk.	748	Slaves.	13	13	Parted chains in hurricane and drifted into shoal water; agents notified by radio.
Do.	53.	½ mile N.						Removed invalid woman from burning house, and assisted in checking fire.
Do.	70.	½ mile W.	Unknown str.					Warned away from beach by Coston signal.
Do.	247.	½ mile E.						Notified owners that large coal pile was on fire, and furnished Milburn light for benefit of workmen engaged in removing coal.
Oct. 20.	6.		On Time, slip.			2	2	Stranded in gale and sunk; crew succored and vessel stripped.
Do.	217.	4 miles NW.	Rover, slip.		Oysters	2	2	Missed light and stranded; carried master to Galveston to engage boat to remove cargo.
Do.	247.	200 yards E.						Carried light keeper and assistant out to light.
Do.	274.	½ mile SW.						Recovered wreckage of fish shanty from water.
Do.	260.	½ mile SW.	—, m. b.					Adrift; picked up and restored to owner.
Oct. 21.	Penrose.	Pensacola Bay.						Beached waterlogged timber 30 feet long found in track of navigation.
Do.	34.	½ miles NNW.	Steamer and 3 barges.					Warned away from bar by Coston signal.
Do.	186.		—, m. b.			7	7	Engine disabled; towed back to schooner to which she belonged.
Do.	255.	½ mile SE.	Wm. J. Alcott, str.	7,568	Iron ore.	26	26	Stranded in strong wind; landed master and ran lines; vessel floated by tugs.
Do.	320, 322, and 323.	6 miles E. station 320	Daisy Gadsby, str.	818		22	22	Stranded; transported officers between steamer and tugs and took soundings; floated by tugs.
Oct. 21-22.	94.	1 mile W.	Mary K., m. b.			1	1	Engine disabled; towed to station and boatman sheltered overnight.
Oct. 22.	232.	½ mile S.	Viking, m. b.			2	2	Engine disabled; towed to dock.
Oct. 23.	12.	½ mile SSW.	—, m. b.			1	1	Engine disabled; towed to station and made repairs.
Do.	21.	6 miles SSE.	Marion, m. b.			3	3	Stranded, landed occupants and succored master.
Do.	239.	1 mile NE.						Recovered body of drowned person.
Do.	305.	300 yards W.	Flyer, m. b.	14	Merchandise and mail.	7	7	Helped launch boat off beach in rough surf.
Oct. 24.	89.	3 miles SE.	Wissahickon, m. b.					Salts damaged and out of fuel; towed to dock.
Do.	168.	1 mile E.	Romney Br. str.			1	1	Warned away from the shore by Coston signal.
Do.	188.	24 miles NW.	Columbia, sch.	15		2	2	Put pilot on board.
Do.	311.	2 miles N.	—, scow.					Waterlogged and dangerous to navigation; beached.
Oct. 25.	14.		Idler, m. b.					Delivered message to keeper of White Island Light.
Do.	25.	½ mile SE.				3	3	Out of fuel; towed to Commercial Point.

Do.	222	Laguna Madre, Tex.							Conveyed to and from Padre Island a fleet of boats carrying 1,200 soldiers.
Do.	247	65 rods E.							Assisted in getting under control a fire on dock.
Do.	271	24 miles E.						4	On fire; assisted in putting out flames.
Do.	247	Light station.							Carried to and from light station lighthouse employes
Oct. 26.	25	1 mile S.						3	Unable to use their own boat.
Do.	42	1 mile NW.						5	Unable to row against wind; stranded; towed to safety.
Do.	222	1 mile ENE.							Ran on bar; pulled aloft.
Oct. 27.	21	1 mile ENE.						1	Forwarded message found in bottle, intended for U. S. Hydrographic Office.
Do.	28	Off Hingham, Mass.						2	Out of fuel; hauled up on beach and sheltered boatman overnight.
Do.	88	1 mile E.						1	Helped to take body of drowned man to undertaker.
Do.	110	Janette M., m. b.						1	Stranded; pulled aloft.
Do.	276	Princeton, m. b.						2	Furnished transportation to man who had lost his boat, the Estelle, on the 23d.
Oct. 28.	81	Unknown str.							Out of fuel; picked up and towed to moorings.
Do.	166	300 yards NE.							Recovered fish net and restored it to owner.
Do.	311	3 miles WNW.						1	Heading toward Pebble Shoals; warned off by Coston signal.
Oct. 29.	25	1 mile NNE.						2	Gave first aid to sick fisherman found in his boat and sent surfman with him to Astoria.
Do.	123 and 126.	Evergreen, m. b.						5	Towed to boatyard boat that had been on fire.
Do.	190	1 mile NW.						3	Engine disabled; stranded; hauled aloft.
Do.	262	1 mile S.						25	Stranded on bar in rough sea and sunk; unable to save vessel, but saved engine.
Oct. 30.	22	Nellie H., m. b.						3	Out of provisions; carried master to Beaufort, N. C., to obtain supply, and delivered same on board.
Do.	288	Henry T. Scott, str.						1	Went ashore; ran lines; vessel pulled off by tugs.
Do.	310								Out of gasoline; towed to wharf.
Oct. 31.	82	1 mile NW.							Placed hawser on board tug bound to assistance of stranded steamer.
Do.	92	31 miles W.						1	Searched for and found 2 men who had gone on hunting trip.
Do.	207	1 mile WNW.						10	Batteries dead; adrift; towed to dock and loaned boatman set of batteries.
Do.	235	4 miles N.							Ran ashore in fog and became total loss; saved engine.
Do.	246	11 miles W.						2	Engine disabled; carried party ashore; 1 ter putting boat in sheltered water.
Do.	250	100 feet W.						10	Took from steamer H. D. Heltner and turned over to police body of man picked up by that vessel.
Do.	271	200 yards ENE.						2	On fire; unable to save boat; gave boatmen transportation on way to their home.
Nov. 3	166	2 miles N.						1	Boatmen, unable to row to their vessel offshore on account of wind, given tow.
Nov. 4	86	Unknown str.							Prevented by head winds from making harbor; warped into a safe place.
Nov. 5	86	200 yards ENE.						5	Warned away from beach by Coston signal.
Do.	98	Dark, m. b.						4	Rope in wheel; towed to safe place and wheels cleared.
									Carried sick hunter part way to his home.
									Blown ashore in storm; 4 of crew succored.

Miscellaneous assistance—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction from reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1916.								
Nov. 5-6.	235.	1½ miles NNW.	John J. Freitas, str.	53		4		Stranded; took soundings and helped unload cargo; floated by tug.
Nov. 6.	81.	Great South Bay.	Pocahontas, m. b.			5		Out of fuel; adrift all night; supply of gasoline furnished.
Do.	139.	2 miles NW.	Lavinia M. Snow, sch.	354		9		Overhauled hoisting engine and set it running.
Nov. 6-7.	252.	9 miles NW by W.	James H. Hall, sch.	100	Coal.	4		Stranded and broke up; saved 60,000 feet of lumber—part of vessel's cargo.
Nov. 7.	32.	Off station.	Wyoming, sch.	3,730		2		Delivered message to vessel, sent by owners.
Do.	89.	2 miles E.	Nassau, str. and tow.	9		9		Stranded; assisted in floating.
Do.	217.	30 miles SW.	Dorothy, str.	33		2		Lost rudder; picked up by pilot boat and turned over to crew, who towed boat to Galveston.
Do.	311.					9		Carried keeper of Desdemona Sands Light out to his station.
Nov. 7-8.	25.	3 miles NNW.						Assisted in recovering bodies of persons drowned when an electric car fell through an open draw in Summer Street bridge, Boston.
Do.	86.	2½ miles NNE.	Norloca, m. b.			2		Stranded; ran anchor and vessel floated on rise of tide; succored occupants and piloted boat into deep water.
Nov. 8.	26.	Off station.	No. 57, m. b.		Fish.	4		Out of fuel; loaned supply of gasoline.
Do.	207.	4 miles N.	St. Paul, bkn.	440	Sulphate ammonia.	8		Dismasted at sea; driven ashore; succored crew; vessel lost.
Do.	267.	5½ miles N.	—, lt.					Parted towline and went adrift; went aboard and scuttled vessel.
Do.	322.	¼ mile W.						Recovered body of man from water and turned it over to coroner.
Nov. 9.	14.						1	Sheltered workman overnight.
Do.	82.						1	Sheltered overnight a man who had missed his boat to New York City.
Nov. 9-10.	123.	2 miles N.	—, skiff.			2		Searched for and found 2 crab fishermen who had failed to return home in season.
Nov. 10.	23.	2 miles NNW.						Woods on fire; notified caretaker.
Do.	82.	3 miles W.						Put out grass fire that threatened a village.
Do.	239.							Recovered body of drowned man.
Nov. 11.	Comanche.	Gulf of Mexico.	Brittania, bge.	1,176		9		After taking cargo F-14 to port (see "Assistance" table, Nov. 10) cutter put to sea and found the Britannia; notified her tug, Hucaneer, by radio, which came and took her in tow for Tampico, Mexico.
								Struck snag, filled, and sank; occupant rescued by private boat, but succored at station; raised launch.
Nov. 8-11.	304.	1 mile S.	—, m. b.			1		Recovered body of drowned man.
Nov. 11.	239.	1 mile NE.						Do.
Do.	239.	do.						Do.
Do.	239.	do.						Do.
Do.	241.	1½ miles NNE.	Dorothy, m. b.			2		Engine disabled; towed to pier and made repairs.

306 Nov. 12 Do.	Tatoosh Island.	—, m. b.				Carried doctor to island to attend lighthouse employee.
325 Nov. 13 Do.	1 mile NE. Portage Canal.	—, m. b.			1	Took charge of body of man who had hung himself. Adrift in midway; towed to safety and removed line from propeller. Helped to extinguish fire in dwelling and remove furniture to safety.
13 Do.	150 yards SW.					Automobile on fire near station; put out by fire extinguishers.
98 Do.	Mississippi River.	Dayton, str.	5,335	Crude oil.	30	Crew intoxicated and vessel unable to sail; searched persons suspected of smuggling liquor on board. Delivered mail to Desdemona Sands Light Station. Extricated auto truck from sand and made necessary repairs.
311 Nov. 15 Do.						Ran into shoal water; piloted into channel and to safe water.
77 Nov. 16 Do.	1 mile NW.	Nassau, m. b.	9		2	Headed for Pebble Shoals; warned off by Coston signal. Adrift; picked up and held for claimant.
166 Do.	1 mile ESE.	Unknown str.				Parted towline and stranded; returned to schooner.
306 Nov. 17 Do.	1 mile NW.	—, sharpie.				Stranded; took soundings; vessel floated by tug.
113 Do.	1 mile SE.				17	Reported failure of light on jetty to burn.
241 Do.	4 miles N. by W.	Fleetwood, str.	1,687	Stone.		Picked up body of infant from the water.
311 Do.						Sick woman brought to station in dory; summoned doctor, who took her to hospital in an automobile.
16 Nov. 18 Do.	2 miles SW.				3	At request of U. S. engineers took soundings over barge.
22 Do.	Off station.					Tunkhamock, sunk 15 miles offshore.
113 Do.						Bollers disabled; helped get vessel to dock; transported officers and delivered repairing material and provisions to vessel.
247 Do.	25 miles N.	Nyanza, Br. str.	2,296		18	Reported to relatives whereabouts of man whose absence had given cause for worry.
2 Nov. 19 Do.						Struck submerged piling; beached to prevent sinking.
123 Do.	1 mile NE.	—, m. b.			2	Repaired and towed to harbor.
236 Do.	3 miles SW.					Recovered body of man who had fallen from vessel 20 feet to dock, thence into the water.
284 Do.	6 miles W.					Recovered and delivered to morgue body of suicide.
Penrose Nov. 20 Do.	Penacola Bay.					Picked up and beached water-logged stack of timber found in track of vessels.
Ossipee Do.	Near Pond Island.					Broke away from towing vessel and drifted to sea; boiler and hoisting gear recovered.
255 Do.	1 mile ENE.	J. P. Morgan, str.	7,521	Iron ore.	30	Stranded; made numerous trips between vessel and shore on business connected with floating of vessel; pulled off by tug.
30 Nov. 21 Do.	34 miles WSW.	—, m. b.				Stranded; abandoned; made secure by sand anchor.
255 Nov. 22 Do.	Mission Point.	Christopher, str.	4,260	Iron ore.	28	Stranded; stood by vessel until she floated.
32 Do.	New Orleans, La.					Extinguished fire on wharf.
						Picked up and delivered to coroner body of man who dropped dead on beach of heart disease.
						Blown adrift and to sea; picked up after long search and towed into Kennebeck River.
Ossipee Nov. 21-23 Do.	Sequin Light, Me.	—, lgt.				Fell into the water; occupants rescued by outsiders; assisted in saving engine towed wreck to land.
85 Nov. 22-23 Do.	7 miles NE.	Hydroplane.			2	

Miscellaneous assistance (Continued).

Date.	Name of cutter or No. of station.	Place (distance and direction from ref- erence to station)	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons rescued.	Remarks.
Nov. 23...	46	1 mile NNE	... doxy	...	...	9	9	Assisted boat to land through surf; also helped unload fish and gear.
Nov. 23...	299.	3 miles NE by E.	City of Glasgow, tug	2000	...	...	9	Part of boat in heavy sea; secured to piling along shore, carried to East Devon Hospital, assistant. Assisted at East Devon Hospital, Light Division, who had been badly injured by explosion of alcohol; also carried out much to reduce returned men.
Nov. 23 34	110.	...	...	...	...	...	...	Partially transported to fish point inspectors to pull of water and pounding against bank; taken to place of safety.
Nov. 24...	47	1 mile NE	... rowboat	...	...	...	...	Part of boat in heavy sea; secured to piling along shore, carried to East Devon Hospital, assistant. Assisted at East Devon Hospital, Light Division, who had been badly injured by explosion of alcohol; also carried out much to reduce returned men.
Do...	290	At station.	... m. b	...	...	...	...	Partially transported to fish point inspectors to pull of water and pounding against bank; taken to place of safety.
Nov. 23 25	281.	30 miles N	White Plover, m. b.	7	...	...	9	Part of boat in heavy sea; secured to piling along shore, carried to East Devon Hospital, assistant. Assisted at East Devon Hospital, Light Division, who had been badly injured by explosion of alcohol; also carried out much to reduce returned men.
Nov. 25...	Amstet, and station 61.	Block Island Har- bor.	Powhatan, str.	9, 120	General	...	10	Part of boat in heavy sea; secured to piling along shore, carried to East Devon Hospital, assistant. Assisted at East Devon Hospital, Light Division, who had been badly injured by explosion of alcohol; also carried out much to reduce returned men.
Do...	Harley	San Francisco Bay.	Inspector, str	20	...	...	8	Part of boat in heavy sea; secured to piling along shore, carried to East Devon Hospital, assistant. Assisted at East Devon Hospital, Light Division, who had been badly injured by explosion of alcohol; also carried out much to reduce returned men.
Do...	9...	3 miles NE	... doxy	...	...	...	9	Part of boat in heavy sea; secured to piling along shore, carried to East Devon Hospital, assistant. Assisted at East Devon Hospital, Light Division, who had been badly injured by explosion of alcohol; also carried out much to reduce returned men.
Do...	20	3 miles NE	... doxy	...	...	...	9	Part of boat in heavy sea; secured to piling along shore, carried to East Devon Hospital, assistant. Assisted at East Devon Hospital, Light Division, who had been badly injured by explosion of alcohol; also carried out much to reduce returned men.
Do...	20	3 miles E. by N	Wm. J. Marriot, sch	404	Lumber	...	9	Part of boat in heavy sea; secured to piling along shore, carried to East Devon Hospital, assistant. Assisted at East Devon Hospital, Light Division, who had been badly injured by explosion of alcohol; also carried out much to reduce returned men.
Do...	247.	1 mile NE	W. D. Hess, str	9, 700	...	...	9	Part of boat in heavy sea; secured to piling along shore, carried to East Devon Hospital, assistant. Assisted at East Devon Hospital, Light Division, who had been badly injured by explosion of alcohol; also carried out much to reduce returned men.
Do...	266	2 miles NNW	...	...	...	...	...	Part of boat in heavy sea; secured to piling along shore, carried to East Devon Hospital, assistant. Assisted at East Devon Hospital, Light Division, who had been badly injured by explosion of alcohol; also carried out much to reduce returned men.
Do...	225	3 miles NE	...	...	...	...	...	Part of boat in heavy sea; secured to piling along shore, carried to East Devon Hospital, assistant. Assisted at East Devon Hospital, Light Division, who had been badly injured by explosion of alcohol; also carried out much to reduce returned men.
Nov. 26...	56	19 miles NE	Wm. H. Clifford, sch.	1, 200	Lumber	...	10	Part of boat in heavy sea; secured to piling along shore, carried to East Devon Hospital, assistant. Assisted at East Devon Hospital, Light Division, who had been badly injured by explosion of alcohol; also carried out much to reduce returned men.
Do...	204.	1 mile N	Blue Bell, m. b.	...	...	...	4	Part of boat in heavy sea; secured to piling along shore, carried to East Devon Hospital, assistant. Assisted at East Devon Hospital, Light Division, who had been badly injured by explosion of alcohol; also carried out much to reduce returned men.
Do...	222.	...	...	...	...	...	...	Part of boat in heavy sea; secured to piling along shore, carried to East Devon Hospital, assistant. Assisted at East Devon Hospital, Light Division, who had been badly injured by explosion of alcohol; also carried out much to reduce returned men.
Do...	226.	11 miles NW	...	...	...	...	...	Part of boat in heavy sea; secured to piling along shore, carried to East Devon Hospital, assistant. Assisted at East Devon Hospital, Light Division, who had been badly injured by explosion of alcohol; also carried out much to reduce returned men.
Do...	226.	1 mile NE	...	...	...	...	...	Part of boat in heavy sea; secured to piling along shore, carried to East Devon Hospital, assistant. Assisted at East Devon Hospital, Light Division, who had been badly injured by explosion of alcohol; also carried out much to reduce returned men.
Do...	247.	1 mile NE	King, U. S. str	...	Lumber	...	7	Part of boat in heavy sea; secured to piling along shore, carried to East Devon Hospital, assistant. Assisted at East Devon Hospital, Light Division, who had been badly injured by explosion of alcohol; also carried out much to reduce returned men.
Do...	251.	6 miles N	... m. b.	...	...	...	...	Part of boat in heavy sea; secured to piling along shore, carried to East Devon Hospital, assistant. Assisted at East Devon Hospital, Light Division, who had been badly injured by explosion of alcohol; also carried out much to reduce returned men.

Do. Nov. 27	311.	4 miles NE.	Juanita, m. b.	14			Delivered mail to Desdemona Sands Light Station. Broke adrift and went to pieces on rocks; saved sails, spars, and rigging.
Do. Do.	33.	2 miles W.	Gyda, m. b.	25			Engine disabled; sent call for tug.
Do. Nov. 28	166.	14 miles E.	Unknown str.			5	Heading for Pebble Shoals; warned off by code signal.
Do. Do.	12.	24 miles NW.	—, dory.			2	Parted towline and went adrift; picked up and delivered to owner.
Do. Do.	70.	2 miles E.	Unknown str. and 2 bgs.				Dangerously near bar in foggy weather; warned off by Coston signal.
Do. Do.	121.	1 mile SE.	—, skiff.			2	Out of fuel; signaling for assistance; loaned supply of gasoline.
Do. Nov. 29	311.	Columbia River. Bar.					Reported to Inspector failure of light buoy to burn.
Do. Do.	113.	4 miles SSW.	Elsie, skiff.			1	Out of fuel; hauled boat up on beach and gave boatman his supper.
Do. Do.	166.	2 miles ESE.	Unknown str.				Heading for Pebble Shoals; warned off by code signal.
Do. Do.	193.						Carried to a doctor a girl who had been accidentally shot; and, later, dressed wound.
Do. Do.	252.	4 mile WSW.	Unknown str.				Dangerously near shore in fog; warned off by blowing of fog horn.
Do. Do.	272.	4 mile E.					Recovered body of 4-year-old child from the water.
Do. Do.	297.	4 mile SW.	—, yawl.				Adrift, picked up and returned to owner.
Do. Nov. 30	212.	4 mile E.	—, m. b.			3	Engine disabled; stranded; bailed out and launched.
Do. Do.	247.	70 miles N.	Pontiac, str.	2, 298	Grain	29	Struck submerged obstruction and damaged wheel; procured tug to tow vessel to harbor; furnished transportation to officers and men on several occasions.
Do. Do.	323.	4 mile N.	—, racing shell			1	Capsized in bay; occupant rescued by fisherman; went out and brought man and boat to station; succor given.
Dec. 1.	132.	1 mile SSE.	Little Giant, dredge.			12	Piloted into Hereford Inlet.
Do. Do.	192.	14 miles N.	Comfort, m. b.	29		3	Missed channel and stranded; towed to safe harbor.
Do. Dec. 2.	239.	Off station.					Recovered body of drowned man and sent it to the morgue.
Do. Do.	68.	24 miles ENE.	Unknown seh.				Warned away from beach by Coston signal.
Do. Do.	247.	1 mile E.					Delivered telegram to man aboard steamer and carried him ashore to reply to message.
Do. Dec. 3.	311.	4 mile ESE.	3 dories.		Fish		Sent tug to tow vessel in over bar.
Do. Do.	311.						Assisted in landing through surf and helped unload cargoes and gear.
Do. Do.	311.	3 miles NW.					Reported failure of range lights to burn.
Do. Dec. 4.	324.	San Francisco, Cal.					Righted overturned automobile, and accompanied fatally injured occupant to hospital.
Do. Do.	46.	4 mile ESE.	3 dories.		Fish	6	Assisted in landing through surf and in unloading fish and gear.
Do. Do.	258.	14 miles SE.	—, m. b.			1	On fire extinguished by fire department; station crew towed boat to Round Lake.
Do. Dec. 5.	Apache	Dammeron Marsh Flats.	J. E. Davis, seh.	31	Lumber	3	Stranded; loaned lines to float vessel on rise of tide.
Do. Do.	123.	4 mile NE.					Recovered hat of woman who had drowned herself, thereby disclosing her identity.

Miscellaneous assistance—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1916.								
Dec. 5.....	280.....	Off station.....						Recovered body of drowned man; turned watch and money found on body over to relatives.
Dec. 6.....	122.....	$\frac{1}{2}$ mile N.....						Hotel on fire; extinguished flames and saved building.
Do.....	133.....	200 feet N.E.....	—, m. b.....			2		Stranded; occupants intoxicated; took men off against their wishes, and carried them and their boat to Stone Harbor.
Do.....	217.....	$\frac{1}{2}$ mile SSW.....	Sicaria, lt. str.....					Member of crew fell overboard and drowned; recovered body.
Dec. 7.....	80.....	$\frac{1}{2}$ mile ENE.....	—, row boat.....					Adrift; picked up and restored to owner.
Dec. 8.....	46.....	$\frac{1}{2}$ mile ESE.....	3 dories.....			6		Assisted to land through surf.
Do.....	287.....	3 miles E.....	—, dory.....					Assisted man from barge.
Dec. 10.....	46.....	$\frac{1}{2}$ mile ESE.....	—, dory.....			2		Assisted in landing through surf.
Do.....	239.....	$\frac{1}{2}$ mile SE.....	—, dory.....					Recovered body from water and sent it to morgue.
Do.....	239.....	3 miles NW.....	—, dory.....					Towed ashore piece of wreckage found in path of navigation.
Do.....	271.....	12 miles SW.....	Stafford, sch.....	199	Potatoes.....	6		Seriously damaged by storm; summoned tug and manned pump; tug towed vessel to harbor.
Do.....	280.....							Recovered body from water.
Dec. 11.....	75.....	$\frac{1}{2}$ miles E.....						Removed furniture from burning house.
Do.....	256.....							Carried injured man to Cheboygan to a doctor.
Dec. 12.....	6.....	$\frac{1}{2}$ miles N.....	Mineola, sch.....	68	Lumber.....	4		Spring bad leak in harbor; made sail and beached vessel.
Do.....	161.....	$\frac{1}{2}$ mile NE.....	Unknown, str.....					Warned away from beach by Coston signal.
Do.....	239.....	$\frac{1}{2}$ mile SE.....						Recovered body of man from water and sent it to morgue.
Do.....	284.....	64 miles W.....						Removed body of man from coal chute.
Do.....	318.....	$\frac{3}{4}$ miles W.....						Carried light keeper out to adjust light on buoy.
Dec. 4-13.....	287 and 288.....	9 miles S. station 299.	Carolina, str.....	1,304	Merchandise.....	81		Stranded in fog; took off passengers and crew and carried messages; assisted at vessel for 10 days, but failed to float her; floated by tug.
Dec. 11-13.....	190.....						10	Succored 10 fishermen detained on beach by rough weather; furnished 21 meals and 2 nights' lodging.
Dec. 13.....	24.....							Picked up set of building plans and specifications lost on road and restored them to owner.
Do.....	239.....							Recovered body of drowned person and sent it to morgue.
Do.....	258.....	2 miles W.....	Schnoden, str.....	46	Tan bark.....	2		Near shore in snowstorm; warned off by Coston signal.
Do.....	294.....	$\frac{1}{2}$ mile N.....	Two unknown str.....					Dangerously near shore in thick weather; warned off by Coston signal.
Dec. 12-14.....	247.....	1 mile E.....						Brought 2 light keepers ashore and carried them back to their station.

Dec. 13-14.	Yamacraw	Thimble Shoals, Va.	Powhatan, str.	2, 898	General.	68	
Dec. 14.	80.	1½ miles E.					Collided with steamer Britian; Telebohs asked to prevent sinking; attended 4 badly injured members of crew; took off 14 persons and landed them at Norfolk.
Do.	316.	1 mile NW.					Put out grass fire that threatened beach property. Picked up buoy found on beach and notified inspector of light-houses.
Do.	324.						Assisted in taking to hospital man and woman struck and seriously injured by automobile.
Dec. 15.	32.	1 mile ESE.	No. 96, m. b.			2	Out of fuel; loaned supply.
Do.	46.	2½ miles E.	2 dories.			4	Assisted in landing through surf.
Do.	90.	Off station.	Unknown str.				Warned away from beach by Coston signal.
Dec. 16.	23.	1½ miles NE.	—, row boat.				Itaded up on beach out of reach of surf.
Do.	47.	—, skiff.	—, m. b.				Stranded and filled; freed of water and sand and taken to safe place.
Dec. 16-17.	121.	3 miles NNW.	—, m. b.			2	Boat fast in ice and occupants without food; succor afforded.
Do.	179.						Prepared body of R. S. Midgett for burial, built coffin, dug grave, and assisted at funeral.
Dec. 17.	Yamacraw	Old Point Comfort.					Recovered drifting can buoy.
Do.	19.						Assisted automobile out of snow-drift and broke road to enable it to proceed.
Do.	70.	1 mile E.	Unknown str.				Warned away from shore by Coston signal.
Dec. 17-18.	Mohawk and stations 120, 121, and 123.	Little Egg Inlet, N. J.	Junco, Nor. str.	2, 416		23	Stranded on 15th in snowstorm; cutter assisted wreckers in floating; station crews sent off telegrams, ran lines, and carried provisions to vessel.
Dec. 18.	34.	1 mile N.	Steamer and 3 barges.				Do.
Do.	235.	2 miles S.	—, scow.	50			Stranded; assisted in floating.
Do.	237.	700 feet SW.					Recovered body of man who had fallen from a tug; resuscitation attempted.
Do.	289.	2 miles WSW.					Helped save contents of burning school building and protect near-by property.
Dec. 19.	12.	1 mile WSW.	—, m. b.			2	Engine disabled; towed to destination.
Do.	47.	1 mile N.	—, skiff.				Broke from mooring; taken to safe place.
Do.	50.	15 miles ENE.	Mary Duff, Br. bkn.		Potatoes.	7	Run down by barge in night; piloted to Tarpaulin Cove.
Do.	189.	1½ miles NE.	Unknown, str.				Warned away from shore by Coston signal.
Do.	285.	Andrew, scow.	Unknown, scow.	383			Assisted in repairing large hole in bow, caused by ice.
Dec. 16-20.	61.	1 mile ESE.	Carrie F. Roberts, sch.	52	Stone Wood.	4	Lost sails while trying to make harbor and went on break-water; landed occupants and helped work vessel to a sandbar; clothing furnished one person.
Dec. 20.	82.	1 mile E.					Delivered to resident of neighborhood telegram announcing death of relative, and made arrangements for him to get to mainland.
Do.	92.						Extinguished fire in dwelling.
Do.	105.						Helped care for body of suicide.
Do.	310.	8 miles SW.	Unknown sch.				Sent tug to bring vessel in over bar.
Dec. 21.	91.	Near station.					Discovered third rail of electric railway short circuited and section of rail destroyed; flagged approaching train.
Do.	203.	6 miles SW.	—, m. b.		Fish.	1	Engine disabled; put owner on board with new spark plug, and stood by while repairs were made.

Miscellaneous assistance—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction from reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1916. Dec. 21.	235.	$\frac{1}{2}$ miles E.	No. 121, m. b.	5	Supplies.	1	1	Engine disabled; gave first aid to injured light keeper; towed boat to dock and carried him out to light lamp on breakwater.
Dec. 22.	4.	5 miles NNE.	Grace Morgan, str.	21	Lobsters.	2	2	Stranded in gale; helped moor after private boat had hauled her off.
Do.	91.	3 miles W.						Stopped runaway horse attached to delivery wagon; nobody in wagon.
Do.	139.	$\frac{1}{2}$ mile E. by N.	Rosemarie, m. b.			2	2	Unable to make shelter; secured boat at wharf and sheltered occupants overnight.
Do.	153.	Near station.	—, skiff.			1	1	Engine disabled; boatman sheltered overnight.
Do.	157.	$\frac{3}{4}$ miles N.	Edna, m. b.		Oysters.	6	6	Stranded; carried 3 occupants to Chincoteague, Va.
Do.	186 and 194.	$\frac{3}{4}$ miles E. by S. station 186.	Verlene, m. b.			2	2	Engine disabled and boat helpless at sea; picked up by steamer and turned over to service corps; set engine running.
Do.	240.	700 feet S.						Recovered body of man who had drowned himself.
Dec. 23.	14.							Placed man on board boat to make it secure in gale.
Do.	238.	At station.	Twin Rivers.	7		2	2	Damaged by ice; helped make repairs.
Dec. 24.	Tampa.	Rebecca Shoal, Fla.	Beatrice, sch.					Took off second mate, ill of pneumonia, and handed him over to British vice consul at Key West to be sent to hospital.
Do.	2.	$\frac{1}{2}$ mile N.						Picked up seine raft and seine drifting to sea and re-stored them to owner.
Do.	318.	Humboldt Bay Bar.	Coaster, m. b.	14	General.	3	3	Caught at sea in rough weather; stood by while boat crossed in over bar.
Dec. 25.	7.	$\frac{1}{2}$ miles NE.	—, dory.					Went adrift on rise of tide; picked up and returned to owner.
Do.	39.	$\frac{1}{2}$ miles N.	Unknown str.					Warned away from beach by Coston signal.
Do.	40.	$\frac{1}{2}$ mile NE.	—, do.					Do.
Do.	49.	$\frac{1}{2}$ miles NE.	Thorford, Nor. str.	1,962		26	26	Plow distress signals off station; out of bunker coal; summoned tug to her assistance.
Do.	235.	$\frac{1}{2}$ mile NW.	—, rowboat.			2	2	Drifted away from men on breakwater; returned to them.
Do.	283.	At station.						Fire in coal yard; extinguished.
Dec. 26.	45.	$\frac{1}{2}$ miles NW.	Roger Drury, sch.	350	Coal.	5	5	Leaking; crew landed in boat; succor afforded.
Do.	148.	$\frac{1}{2}$ mile NE.	Unknown str.					Warned away from shore by Coston signal.
Do.	186.	$\frac{1}{2}$ mile E.	—, do.					Do.
Do.	208.	$\frac{1}{2}$ mile N.	Driftwood, m. b.					Engine disabled and fuel exhausted; keeper swam out through breakers, boarded boat, and assisted master to safe harbor.
Do.	283.	$\frac{1}{2}$ mile E. by S.						Light keeper unable to get out to station on account of ice; carried out in lifeboat.
Dec. 27.	82.	$\frac{1}{2}$ mile NW.	—, m. b.					Drifting to sea in ice; brought ashore.

Do.	209	1½ miles S.	Lalla Rookh, m. b.			1	Engine disabled; stranded; helped save engine and equipment; boat lost.
Do.	307						Carried sick man in boat from Westport to Aberdeen, Wash., to hospital.
Dec. 28.	30	1 mile NNW	Static, m. b.			1	Stranded on ice; floated on this date.
Do.	83	1 mile NE.	Static, m. b.			2	Engine disabled; stranded; helped haul boat out of water.
Do.	322 and 323.						Beached wreckage from wharf.
Dec. 29.	Apache	Point of Rocks, Chesapeake Bay.	Annie R. Todd, sch.	21	Staves	2	Stranded; total loss; vessel stripped.
Do.	113		—, m. b.			1	Piloted to safe harbor.
Do.	119		—, m. b.				Carried fish pound inspector on his rounds.
Do.	281	1 mile N.					Assisted in removal of ice from intake of city pumping plant.
Dec. 29-30.	123	1 mile SW.	—, skiff				Carried fish pound inspector on his rounds.
Dec. 30.	118	1 mile SE.	Unknown str.				Caught in drift ice; brought ashore and restored to owner.
Do.	154	1 mile SE.	Unknown str.				Warned away from shore by Coston signal.
Do.	161	1 mile NE.	do.				Do.
Do.	318	1 mile NE.	do.				Carried light keeper out to relight gas buoy.
Dec. 31.	30	1½ miles S. by E.	—, bge		Coal	3	Leaching; temporarily abandoned by tug; notified tug of barge's condition, and it returned and took her in tow.
Do.	130						Carried fish pound inspector on his rounds.
Do.	162						Extricated automobile from quicksand.
Do.	241	1 mile SE.					Warehouse on fire; unable to save building, but protected adjacent property.
Do.	208	2 miles S.	—, sailboat.				Became waterlogged and capsized; notified owner, who came and took vessel away.
1917.							
Jan. 1.	14						Removed fishhook from fisherman's face and dressed wound.
Do.	Itasca	San Juan, P. R.	Navahoe, str.	1, 278			First officer boarded cutter and reported mutiny in crew; took 1 man off and turned him over to police.
Do.	29	1 mile WSW					House on fire in village; unable to save building, but protected near-by dwellings and several boats from catching fire.
Jan. 2.	139	4 miles NE.	North America, str.	289		20	Propeller fouled by towing hawser; assisted in clearing vessel.
Do.	311						Delivered mail to Desdemona Sands Light Station.
Jan. 3.	Itasca	San Juan, P. R.	Navahoe, str.	1, 278			Loaded master arms, ammunition, and hand irons for use in case of mutiny in his crew. (See same case, Jan. 1.)
Do.	Davey	Mississippi River.	Omao, Hond. str.	1, 996	Fruit	35	Ran ashore in fog; assisted in floating.
Do.	34	1½ miles NW	Unknown str.				Warned away from beach by Coston signal.
Do.	57	1 mile N.					Rescued wild deer that had broken through ice, and after giving it restorative treatment let it go free.
Jan. 4.	31	1½ miles WNW					Removed furniture from burning house and protected near-by property.
Do.	284	1½ miles SW					Recovered body of small boy drowned by breaking through ice.

Miscellaneous assistance—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction from reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1917.								
Jan. 5.....	323.....	½ mile N.....						Towed drifting piece of wharf out of channel and beached it.
Jan. 5-6.....	179.....							Built coffin for late neighbor and assisted at funeral and burial.
Jan. 6.....	4.....							Found camper whose relatives had become alarmed over his failure to return home in season.
Do.....	30.....							Pulled automobile out of sand.
Jan. 7.....	317.....							Carried sick man to hospital on stretcher.
Do.....	323.....	Lands End.....	Unknown str.....					Found 5 pontoons on beach; notified owners.
Jan. 9.....	145.....	14 miles N.....	do.....					Warned away from beach by Coston signal.
Jan. 10.....	40.....	1 mile NNE.....	do.....					Warned away from bar by Coston signal.
Do.....	140.....	14 miles ESE.....	do.....					Do.
Do.....	166.....	14 miles E.....	do.....					Do.
Do.....	194.....							Carried to train a soldier called home by death in family.
Jan. 11.....	276.....	300 feet NW.....	City of Baton Rouge, str.....	169		7		Unmanageable in high wind and unable to make dock; assisted to wharf.
Do.....	317.....		Log raft.....					Broke moorings and went adrift; sheered toward sand beach and secured.
Jan. 12.....	16.....	2½ miles W.....						Hotel on fire; building destroyed, but fire prevented from spreading.
Jan. 13.....	7.....	24 miles SW.....	Unknown str.....					Notified inspector of failure of light to burn.
Do.....	166.....	2 miles E.....	do.....					Warned away from shoals by code signal.
Jan. 14.....	140.....	14 miles NE.....	do.....					Warned away from shoals by Coston signal.
Do.....	145.....	2 miles N.....	Unknown str., and 2 bges.....					Warned away from beach by Coston signal.
Do.....	161.....	½ mile NE.....	Ovve, Nor. str.....					Do.
Do.....	235.....	½ mile E.....	Alva B., str.....	83				Made cable fast to stranded tug so she could not slip off bank.
Do.....	280.....	1 mile E.....	Indiana, str.....	1,177	General merchandise.	86		Ran on breakwater; called tug; helped remove cargo and rig steam pumps; floated by wreckers on 16th.
Jan. 15.....	166.....	24 miles ESE.....	Unknown str.....					Warned away from shoals by Coston signal.
Do.....	306.....	18 miles E.....	Flo, m. b.....					Took charge of boat picked up by outsiders, and held it for owners.
Jan. 17.....	Penrose.....	Pensacola Bay.....						Removed waterlogged lumber from path of navigation and beached it.
Do.....	9.....	½ mile E.....	—, skiff.....					Broke adrift and went ashore; recovered and returned to owner.
Do.....	22.....	½ mile W.....						Put out grass fire, thereby saving group of cottages.
Jan. 18.....	Scout.....	Elliott Bay, Wash.....						Removed large float from path of steamers, and secured it to a wharf.
Do.....	28.....	2 miles W.....	Pere Marquette 4, str.....	941	Merchandise.....	80		Fast in ice; assisted 10 people in getting ashore over ice.

Do.	48.	5 miles ESE.	Grilse, m. b.			1	1	Out of fuel; towed to harbor; boatman sheltered overnight.
Do.	325.	4 mile S.					1	Took in custody, fed, and turned over to police a man bent on drowning himself.
Jan. 19.	Seminole.	Lookout Shoals, N. C.						Removed floating 60-foot spar from track of navigation and beached it.
Do.	Itasca.	San Juan, P. R.	La Gracia, Br. slip.	29	Rice.	5		Around in harbor; pulled off.
Do.	113.	1½ miles E.	Unknown str. and bgs.	3				Heeding for shoals; warned off by Coston signal.
Jan. 20.	49.	2½ miles NE.	Kirsten, Br. bk.	1,408		18		Anchored off station; loaned vessel 50 gallons of gasoline and delivered message from tug company.
Do.	113.							Fed and lodged officer of quartermaster's department and assisted him in determining feasibility of further salvage work on transport Sumner.
Do.	175.	1 mile E.	Kristiansfjord, Nor. str.	6,406				Responding to signal, informed passing steamer of time of lighthouse.
Do.	192.	1½ miles N.	Patty Lou, m. b.			3		Piloted to safe harbor.
Jan. 22.	Ossipee.	Off Bailey's Point.	Touloucan, sch.	739	Coal.			Unable to make way through ice; broke channel for 6 miles to open water.
Do.	140.	1½ miles N. by E.	Unknown str.					Warned away from shore by Coston signal.
Do.	218.	2 miles WNW.	—, bge.					Had fouled anchor; cleared anchor and secured barge to it.
Do.	276.	200 yards E.				1		Took charge of woman who had tried to drown herself, and gave her succor and clothing.
Jan. 23.	Onondaga.	Fernandina, Fla.	Greenleaf, m. b.	8	Shrimp.	2		Called head and to fisherman suffering with badly injured hand.
Do.	24.	1½ miles SE.	— dory.					Adrift; brought ashore and held for claimant.
Do.	48.	do.	Mary S., m. b.			1		Stranded; occupant brought ashore to await rise of tide.
Do.	48.	do.	Vera, m. b.			1		Do.
Do.	48.	do.	Ida May, m. b.			1		Do.
Jan. 24.	Ossipee.	Belfast, Me.						Broke ice in harbor, opening it to navigation.
Do.	14.					1		Sheltered and fed fisherman who came to station suffering from exposure.
Do.	48.	1½ miles SE.	Grilse, m. b.		Fish.	1		Stranded; brought occupant ashore to await rise of tide.
Do.	169.	3½ miles SW.	Unknown vessel.					Warned away from the shore by Coston signal.
Do.	219.	1 mile SW.	— bge.					Adrift; worthless; picked up and beached.
Do.	280.	At station.	Four Brothers, m. b.	12	Fish nets.	3		Lost rigger in ice; helped haul boat out and made repairs.
Jan. 25.	Pamlico.	Indian Island.	—, m. b.			2		Engine disabled; took boat on board and carried it to Washington, N. C.
Do.	110.	Seaside Park, N. J.	Unknown str.					Cottage on fire; assisted in removing furniture.
Do.	166.	2 miles E.	Unknown str.					Warned away from shoals by code signal.
Do.	310.	5 miles S.	Unknown str.					Reported drifting buoy to Lighthouse Service.
Do.	311.	3 miles SW.	Unknown str.					Standing toward beach in fog; warned off by waving coat.
Do.	311.		Unknown bark.					Buoy out of position; reported to Lighthouse Service.
Jan. 26.	86.	5 miles SSE.	Asym, Nor. bk.	2,560				Responding to signal, summoned tug to take bark in tow.
Do.	87.							Boarded vessel in answer to signal and found she wanted a tow; sent call for tug.
Jan. 27.	30.	2½ miles E. by S.	Katona, Dan. str.	1,668	Sisal.			Put pilot on board.
Do.	166.	1½ miles E.	Unknown str.					Warned away from shoals by code signal.
Do.	310.	½ mile NW.						Extinguished fire in building occupied by United States Army.

Miscellaneous assistance—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1916.								
Oct. 18.....	287.....	4½ miles E.....	Stafford, sch.....	190	Edgings.....	6	6	Leaking; sent for tug and after vessel reached port pumped her out.
Do.....	322.....	1½ miles E. by N.....	Cartwright, str.....	114	.....	21	21	Engine disabled; stood by to reassure passengers pending arrival of towing steamer.
Oct. 19.....	Tallapoosa.....	Mobile Bay.....	Porto Parra, Port. bk.....	748	Staves.....	13	13	Parted chains in hurricane and drifted into shoal water; agents notified by radio.
Do.....	58.....	½ mile N.....	.....	.....	.....	.....	.....	Removed invalid woman from burning house, and assisted in checking fire.
Do.....	70.....	½ mile W.....	Unknown str.....	.....	.....	.....	.....	Warned away from beach by Coast signal.
Do.....	247.....	½ mile E.....	.....	.....	.....	.....	.....	Notified owners that large coal pile was on fire, and furnished Milburn light for benefit of workmen engaged in removing coal.
Oct. 20.....	6.....	.....	On Time, slip.....	.....	.....	2	2	Stranded in gale and sunk; crew succored and vessel stripped.
Do.....	217.....	4 miles NW.....	Rover, slip.....	.....	Oysters.....	2	2	Missed light and stranded; carried master to Galveston to engage boat to remove cargo.
Do.....	247.....	200 yards E.....	.....	.....	.....	.....	.....	Carried light keeper and assistant out to light.
Do.....	274.....	.....	.....	.....	.....	.....	.....	Recovered wreckage of fish chanty from water.
Do.....	260.....	½ mile SW.....	....., m. b.....	.....	.....	.....	.....	Adrift; picked up and restored to owner.
Oct. 21.....	Penrose.....	Pensacola Bay.....	.....	.....	.....	.....	.....	Beached; waterlogged timber 30 feet long found in track of navigation.
Do.....	34.....	½ miles NNW.....	Steamer and 3 barges.....	.....	.....	7	7	Warned away from bar by Coast signal.
Do.....	186.....	.....	....., m. b.....	.....	.....	.....	.....	Engine disabled; towed back to schooner to which she belonged.
Do.....	255.....	½ mile SE.....	Wm. J. Alcott, str.....	7,568	Iron ore.....	26	26	Stranded in strong wind; landed master and ran lines; vessel floated by tugs.
Do.....	320, 322, and 323.....	6 miles E. station 320.....	Daisy Gadsby, str.....	818	.....	22	22	Stranded; transported officers between steamer and tugs and took soundings; floated by tugs.
Oct. 21-22.....	94.....	1 mile W.....	Mary K., m. b.....	.....	.....	1	1	Engine disabled; towed to station and boatman sheltered overnight.
Oct. 22.....	232.....	½ mile S.....	Viking, m. b.....	.....	.....	2	2	Engine disabled; towed to dock.
Oct. 23.....	12.....	½ mile SSW.....	....., m. b.....	.....	.....	1	1	Engine disabled; towed to station and made repairs.
Do.....	21.....	6 miles SSE.....	Marlon, m. b.....	21	.....	2	2	Stranded; landed occupants and succored master.
Do.....	239.....	1 mile NE.....	.....	.....	.....	.....	.....	Recovered body of drowned person.
Do.....	305.....	300 yards W.....	Flyer, m. b.....	14	Merchandise and mail.....	7	7	Helped launch boat off beach in rough surf.
Oct. 24.....	89.....	3 miles SE.....	Wisschiekon, m. b.....	.....	.....	1	1	Sails damaged and out of fuel; towed to dock.
Do.....	168.....	1 mile E.....	Ronney, Br str.....	.....	.....	1	1	Warned away from the shore by Coast signal.
Do.....	188.....	2½ miles NW.....	Columbia sch.....	15	.....	2	2	Part pilot on board.
Do.....	311.....	2 miles N.....	....., scow.....	.....	.....	.....	.....	Waterlogged and dangerous to navigation; beached.
Oct. 25.....	14.....	.....	.....	.....	.....	.....	.....	Delivered message to keeper of White Island Light.
Do.....	25.....	½ mile SE.....	Idler, m. b.....	.....	.....	3	3	Out of fuel; towed to Commercial Point.

Do.	222.	Laguna Madre, Tex.						Conveyed to and from Padre Island a fleet of boats carrying 1,200 soldiers.
Do.	247.	65 rods E.						Assisted in getting under control a fire on dock.
Do.	271.	24 miles E.					4	On fire; assisted in putting out flames.
Do.	247.	Light station						Carried to and from light station lighthouse employees unable to use their own boat.
Oct. 26.	25.	1/2 mile S.					3	Unable to row against wind; stranded; towed to safety.
Do.	42.	1/2 mile NW.					5	Ran on bar; pulled afloat.
Do.	222.							Forwarded message found in bottle, intended for U. S. Hydrographic Office.
Oct. 27.	21.	1/2 mile ENE.					1	Out of fuel; hauled up on beach and sheltered boatman overnight.
Do.	26.	Off Hingham, Mass.						Helped to take body of drowned man to undertaker.
Do.	88.	1/2 mile E.					2	Stranded; pulled afloat.
Do.	110.	Janette M., m. b.					1	Furnished transportation to man who had lost his boat, the Estelle, on the 22d.
Do.	276.	300 yards NE.					2	Out of fuel; picked up and towed to moorings.
Oct. 28.	81.	2 miles ESE.						Recovered fish net and restored it to owner.
Do.	166.	Unknown str.						Heading toward Pebble Shoals; warned off by Coston signal.
Do.	311.						1	Gave first aid to sick fisherman found in his boat and sent surfman with him to Astoria.
Oct. 29.	25.	1/2 mile NNE.					2	Towed to boatyard boat that had been on fire.
Do.	25.	1/2 mile N.					5	Engine disabled; stranded; hauled afloat.
Do.	125 and 126.	1 1/2 miles W.			15		3	Stranded on bar in rough sea and sunk; unable to save vessel, but saved engine.
Do.	190.	1 mile NW.			1,566	Fine wood.	25	Out of provisions; carried master to Beaufort, N. C., to obtain supply, and delivered same on board.
Do.	262.	1/2 mile S.			19	Fish.	3	Went ashore; ran lines; vessel pulled off by tugs.
Oct. 30.	22.	1/2 mile S.					1	Out of gasoline; towed to wharf.
Do.	288.							Placed hawser on board tug bound to assistance of stranded steamer.
Do.	310.							Searched for and found 2 men who had gone on hunting trip.
Oct. 31.	82.	1/2 mile NW.					1	Batteries dead; adrift; towed to dock and loaned boatman set of batteries.
Do.	92.	3 1/2 miles W.					1	Ran ashore in fog and became total loss saved engine.
Do.	207.	1 mile WNW.					10	Engine disabled; carried party ashore after putting boat in sheltered water.
Do.	235.							Took from steamer H. D. Heltner and turned over to police body of man picked up by that vessel.
Do.	246.	4 miles N.					2	On fire; unable to save boat; gave boatmen transportation on way to their home.
Do.	250.	1 1/2 miles W.					10	Boatmen, unable to row to their vessel offshore on account of wind, given tow.
Do.	271.	100 feet W.			68		2	Prevented by head winds from making harbor; warped into a safe place.
Nov. 3.	166.	14 miles SE.						Warned away from beach by Coston signal.
Nov. 4.	12.	200 yards ENE.					1	Rope in wheel; towed to safe place and wheel cleared.
Nov. 5.	86.							Carried sick hunter part way to his home.
Do.	98.	2 miles N.					5	Blown ashore in storm; 4 of crew succored.

Miscellaneous assistance—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1916.								
Nov. 5-6...	235.....	1½ miles NNW.....	John J. Freitas, str.....	53		4		Stranded; took soundings and helped unload cargo; floated by tug.
Nov. 6.....	81.....	Great South Bay.....	Pocahontas, m. b.....			5		Out of fuel; adrift all night; supply of gasoline furnished.
Do.....	139.....	2 miles NW.....	Lavinia M. Snow, sch.....	354	Coal.....	9		Overhauled hoisting engine and set it running.
Nov. 6-7.....	252.....	9 miles NW by W.....	James H. Hall, sch.....	100		4		Stranded and broke up; saved 60,000 feet of lumber—part of vessel's cargo.
Nov. 7.....	32.....	Off station.....	Wyoming, sch.....	3,730		2		Delivered message to vessel, sent by owners.
Do.....	89.....	2 miles E.....	Nassau, str. and tow.....	9		9		Stranded; assisted in floating.
Do.....	217.....	30 miles SW.....	Dorothy, str.....	33				Lost rudder; picked up by pilot boat and turned over to crew, who towed boat to Galveston.
Do.....	311.....							Carried keeper of Desdemona Sands Light out to his station.
Nov. 7-8.....	25.....	3 miles NNW.....						Assisted in recovering bodies of persons drowned when an electric car fell through an open draw in Summer Street bridge, Boston.
Do.....	86.....	2½ miles NNE.....	Norloca, m. b.....			2	2	Stranded; ran anchor and vessel floated on rise of tide; succored occupants and piloted boat into deep water.
Nov. 8.....	26.....	Off station.....	No. 57, m. b.....		Fish.....	4		Out of fuel; loaned supply of gasoline.
Do.....	207.....	4 miles N.....	St. Paul, bkn.....	440	Sulphate ammonia.....	8	8	Dismasted at sea, driven ashore; succored crew; vessel lost.
Do.....	267.....	5½ miles N.....	—, lgt.....					Parted towline and went adrift; went aboard and scuttled vessel.
Do.....	322.....	¾ mile W.....						Recovered body of man from water and turned it over to copter.
Nov. 9.....	14.....						1	Sheltered workman overnight.
Do.....	82.....						1	Sheltered overnight a man who had missed his boat to New York City.
Nov. 9-10.....	123.....	2 miles N.....	—, skiff.....			2		Searched for and found 2 crab fishermen who had failed to return home in season.
Nov. 10.....	23.....	2 miles NNW.....						Woods on fire; notified caretaker.
Do.....	82.....	3 miles W.....						Put out grass fire that threatened a village.
Do.....	239.....	Gulf of Mexico.....	Brittania, bge.....	1,176		9		Recovered body of drowned man.
Nov. 11.....	Comanche.....							After taking barge F-14 to port (see "Assistance" table, Nov. 10) cutter put to sea and found the Britannia; notified her tug Buccaneer, by radio, which came and took her in tow for Tampico, Mexico.
Nov. 8-11.....	304.....	1 mile S.....	—, m. b.....			1	1	Struck snag, filled, and sank; occupant rescued by private boat, but succored at station; raised launch. Recovered body of drowned man.
Nov. 11.....	239.....	1 mile NE.....						Do.
Do.....	239.....	do.....						Do.
Do.....	239.....	do.....						Do.
Do.....	241.....	1½ miles NNE.....	Dorothy, m. b.....			2		Engine disabled; towed to pier and made repairs.

Nov. 12.....	306.....	Tatoosh Island.	.....	.....	.....	.....	.....	.....	Carried doctor to island to attend lighthouse employee.
Do.....	325.....	1 mile N.E.....	.....	.....	.....	.....	.....	.....	Took charge of body of man who had hung himself.
Nov. 13.....	Arctia.....	Portage Canal.	.....	.....	.....	.....	.....	.....	Adrift in tideway; towed to safety and removed line from propeller.
Do.....	13.....	.....	.....	.....	.....	.....	.....	.....	Helped to extinguish fire in dwelling and remove furniture to safety.
Do.....	98.....	150 yards SW.....	.....	.....	.....	.....	.....	.....	Automobile on fire near station; put out by fire extinguishers.
Nov. 14.....	Davey.....	Mississippi River.....	Dayton, str.....	.....	5,335	Crude oil.....	30	.....	Crew intoxicated and vessel unable to sail; searched persons suspected of smuggling liquor on board.
Do.....	311.....	.....	.....	.....	.....	.....	.....	.....	Delivered mail to Desdemona Sands Light Station.
Nov. 15.....	19.....	.....	.....	.....	.....	.....	.....	.....	Extricated auto truck from sand and made necessary repairs.
Nov. 16.....	77.....	1 mile NW.....	Nassau, m. b.....	.....	9	.....	2	.....	Ran into shoal water; piloted into channel and to safe water.
Do.....	166.....	1 mile ESE.....	Unknown str.....	.....	.....	.....	.....	.....	Headed for Pebble Shoals; warned off by Coston signal.
Do.....	306.....	1 mile NW.....	....., sharpie.....	.....	.....	.....	.....	.....	Adrift; picked up and held for claimant.
Nov. 17.....	113.....	1 mile SE.....	....., dory.....	.....	.....	.....	.....	.....	Parted towline and stranded; returned to schooner.
Do.....	241.....	4 miles N. by W.....	Fleetwood, str.....	.....	1,887	Stone.....	17	.....	Stranded; took soundings; vessel floated by tug.
Do.....	311.....	.....	.....	.....	.....	.....	.....	.....	Reported failure of light on jetty to burn.
Nov. 18.....	16.....	2 miles SW.....	.....	.....	.....	.....	.....	.....	Picked up body of infant from the water.
Do.....	22.....	Off station.....	.....	.....	.....	.....	.....	.....	Sick woman brought to hospital in dory; summoned doctor, who took her to hospital in an automobile.
Do.....	113.....	.....	.....	.....	.....	.....	.....	.....	At request of U. S. engineers took soundings over barge.
Do.....	247.....	25 miles N.....	Nyanza, Br. str.....	.....	2,286	.....	18	.....	Tunkhamock, sunk 15 miles offshore.
Nov. 19.....	2.....	.....	.....	.....	.....	.....	.....	.....	Boilers disabled; helped get vessel to dock; transported officers and delivered repairing material and provisions to vessel.
Do.....	123.....	1 mile N.E.....	....., m. b.....	.....	.....	.....	2	.....	Reported to relatives whereabouts of man whose absence had given cause for worry.
Do.....	236.....	3 miles SW.....	.....	.....	.....	.....	.....	.....	Struck submerged piling; beached to prevent sinking; repaired and towed to harbor.
Do.....	284.....	6 miles W.....	.....	.....	.....	.....	.....	.....	Recovered body of man who had fallen from vessel 20 feet to dock, thence into the water.
Nov. 20.....	Peurose.....	Pensacola Bay.....	.....	.....	.....	.....	.....	.....	Recovered and delivered to morgue body of suicide.
Do.....	.....	Near Pond Island.....	....., lgt.....	.....	.....	.....	.....	.....	Picked up and beached water-logged stack of timber found in track of vessels.
Do.....	255.....	1 mile ENE.....	J. P. Morgan, str.....	.....	7,521	Iron ore.....	30	.....	Broke away from towing vessel and drifted to sea; boiler and hoisting gear recovered.
Nov. 21.....	30.....	34 miles WSW.....	....., m. b.....	.....	.....	.....	.....	.....	Stranded; made numerous trips between vessel and shore on business connected with floating of vessel; pulled off by tug.
Do.....	255.....	Mission Point.....	Christopher, str.....	.....	4,260	Iron ore.....	28	.....	Stranded; stood by vessel until she floated.
Nov. 22.....	Davey.....	New Orleans, La.....	.....	.....	.....	.....	.....	.....	Extinguished fire on wharf.
Do.....	32.....	.....	.....	.....	.....	.....	.....	.....	Picked up and delivered to coroner body of man who dropped dead on beach of heart disease.
Nov. 21-23.....	Ossipee.....	Sequin Light, Me.....	....., lgt.....	.....	.....	.....	.....	.....	Blown adrift and to sea; picked up after long search and towed into Kennebeck River.
Nov. 22-23.....	85.....	7 miles NE.....	Hydroplane.....	.....	.....	.....	2	.....	Fell into the water; occupants rescued by outsiders; assisted in saving engine; towed wreck to land.

Miscellaneous assistance—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction from reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons saved.	Remarks.
1916.								
Nov. 23.	46.	$\frac{1}{2}$ mile ESE.	—, dory.			2		Assisted boat to land through surf; also helped unload fish and gear.
Do.	264.	$\frac{1}{2}$ mile SE by E.	City of Glasgow, bge.	938		2		Parted lines in heavy sea; secured to piling along shore. Carried to Fort Stevens Hospital assistant keeper of Desdemona Sands Light Station, who had been badly burned by explosion of alcohol; also carried out man to replace injured man.
Do.	311.	9 miles E.						Furnished transportation to fish pound inspectors in the course of their official duties.
Nov. 23-24.	110.							Full of water and pounding against bank; taken to place of safety.
Nov. 24.	47.	1 mile NE.	—, rowboat.					Parted moorings and stranded; secured to await rise of tide.
Do.	282.	At station.	—, m. b.					Stranded in fog; after working hard but unsuccessfully to float vessel on 23d, returned to her on 25th with tug and assisted in getting her clear and taking her to a harbor.
Nov. 23-25.	281.	20 miles N.	White Flyer, m. b.	7		2		Flew distress signal off station; cargo on fire; helped put fire out and shift cargo; vessel conveyed to Newport, R. I., by cutter.
Nov. 25.	Acushnet and station 61.	Block Island Harbor.	Powhatan, str.	2,126	General.	68		Engine disabled; drifting to sea, picked up and towed to wharf.
Do.	Hartley.	San Francisco Bay.	Inspector, str.	50		3		Stranded; pulled off and returned to owner.
Do.	9.	$\frac{1}{2}$ mile NE.	—, dory.					Shipped sea and partly filled; towed to safety.
Do.	29.	$\frac{1}{2}$ mile ENE.	—, dory.			2		Donkey engine disabled and unable to get anchor; raised anchor and helped get vessel under way.
Do.	39.	$\frac{3}{4}$ miles E. by N.	Wm. D. Marriel, sch.	454	Lumber.	6		Landed master and 3 of crew to send off telegrams.
Do.	247.	1 mile NE.	W. D. Rees, str.	3,700		22		Relighted Waadabah Island gas buoy.
Do.	306.	2 miles NNW.						Took charge of body of suicide and turned it over to the authorities.
Do.	325.	$\frac{1}{2}$ mile NE.						At anchor, leaking badly; went to vessel and found she wanted a towboat; sent tug to her.
Nov. 26.	58.	19 miles SE.	Wm. H. Clifford, sch.	1,593	Logwood.	10		Picked boats party to Bannan River and back.
Do.	204.		Blue Bell, m. b.			4		Took off Padre Island 14 soldiers, left behind by an excursion steamer.
Do.	222.	1 mile N.						Recovered body of man supposed to have drowned while boarding his boat.
Do.	236.	$\frac{1}{2}$ miles SSW.						Picked up and beached mast of British barge Rob Roy, lost Sept. 17, 1916.
Do.	236.	1 mile ESE.						Machinery disabled; landed 2 machinists from vessel.
Do.	247.	1 mile NE.	King, U. S. str.					Stranded; took soundings; ran lines, etc., for tug that floated vessel.
Do.	251.	5 miles S.	Exile, bge.	387	Lumber.	7		

Do. Nov. 27	311.	4 miles NE.	Juanita, m. b.	14	.....	.....	Delivered mail to Desdemona Sands Light Station. Broke adrift and went to pieces on rocks; saved sails, spars, and rigging.
Do. Do.	33.	2 miles W.	Gyda, m. b.	25	.....	5	Engine disabled; sent call for tug.
Do. Nov. 28	166.	14 miles E.	Unknown str.	.....	.....	.....	Heading for Pebble Shoals; warned off by code signal.
Do. Do.	12.	24 miles NW.	—, dory.	.....	.....	2	Parted towline and went adrift; picked up and delivered to owner.
Do. Do.	70.	2 miles E.	Unknown str. and 2 bgs.	.....	.....	2	Dangerously near bar in foggy weather; warned off by Coston signal.
Do. Do.	121.	1 mile SE.	—, skiff.	.....	.....	.....	Out of fuel; signaling for assistance; loaned supply of gasoline.
Do. Nov. 29	311.	Columbia River.	Elsie, skiff.	.....	.....	1	Reported to Inspector failure of light buoy to burn.
Do. Nov. 30	113.	4 miles SSW.	Unknown str.	.....	.....	.....	Out of fuel; hauled boat up on beach and gave boatman his supper.
Do. Do.	166.	2 miles ESE.	Unknown str.	.....	.....	.....	Heading for Pebble Shoals; warned off by code signal.
Do. Do.	193.	.....	.....	.....	.....	.....	Carried to a doctor a girl who had been accidentally shot; and, later, dressed wound.
Do. Do.	252.	4 mile WSW.	Unknown str.	.....	.....	.....	Dangerously near shore in fog; warned off by blowing of fog horn.
Do. Do.	272.	4 mile E.	—, yawl.	.....	.....	.....	Recovered body of 4-year-old child from the water.
Do. Nov. 30	297.	4 mile SW.	—, m. b.	.....	.....	3	Adrift, picked up and returned to owner.
Do. Do.	212.	4 mile E.	.....	.....	.....	29	Engine disabled; stranded; bailed out and launched.
Do. Do.	247.	70 miles N.	Pontiac, str.	2, 298	Grain	.....	Struck submerged obstruction and damaged wheel; procured tug to tow vessel to harbor; furnished transportation to officers and men on several occasions.
Do. Do.	323.	4 mile N.	—, racing shell.	.....	.....	1	Capsize in bay; occupant rescued by fisherman; went out and brought man and boat to station; succor given.
Dec. 1.	132.	1 mile SSE.	Little Giant, dredge.	.....	.....	12	Piloted into Hereford Inlet.
Do. Do.	192.	14 miles N.	Comfort, m. b.	29	.....	3	Missed channel and stranded; towed to safe harbor.
Do. Dec. 2	239.	Off station.	Unknown sch.	.....	.....	.....	Recovered body of drowned man and sent it to the morgue.
Do. Do.	68.	24 miles ENE.	.....	.....	.....	.....	Warned away from beach by Coston signal.
Do. Do.	247.	1 mile E.	.....	.....	.....	.....	Delivered telegram to man aboard steamer and carried him ashore to reply to message.
Do. Dec. 3	311.	4 mile ESE.	3 dories.	.....	Fish	.....	Sent tug to tow vessel in over bar.
Do. Do.	46.	.....	.....	.....	.....	.....	Carried mail out to Desdemona Sands Light Station.
Do. Do.	311.	3 miles NW.	.....	.....	.....	.....	Assisted in landing through surf and helped unload cargoes and gear.
Do. Dec. 4	324.	San Francisco, Cal.	.....	.....	.....	.....	Reported failure of range lights to burn.
Do. Do.	46.	4 mile ESE.	3 dories.	.....	Fish	6	Rifted overturned automobile, and accompanied fatally injured occupant to hospital.
Do. Do.	258.	14 miles SE.	—, m. b.	.....	.....	1	Assisted in landing through surf and in unloading fish and gear.
Do. Dec. 5	Apache	Dammeron Marsh Flats.	J. E. Davis, sch.	31	Lumber	3	On fire; extinguished by fire department; station crew towed boat to Round Lake.
Do. Do.	123.	4 mile NE.	.....	.....	.....	.....	Stranded; loaned lines to float vessel on rise of tide.
							Recovered hat of woman who had drowned herself, thereby disclosing her identity.

Miscellaneous assistance—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1916.								
Dec. 5.....	280.....	Off station.....						Recovered body of drowned man; turned watch and money found on body over to relatives.
Dec. 6.....	122.....	2 mile N.....						Hotel on fire; extinguished flames and saved building.
Do.....	133.....	200 feet N.E.....	—, m. b.....			2		Stranded; occupants intoxicated; took men off against their wishes, and carried them and their boat to Stone Harbor.
Do.....	217.....	1 mile SSW.....	Sicania, lt. str.....					Member of crew fell overboard and drowned; recovered body.
Dec. 7.....	80.....	1 mile ENE.....	—, row boat.....					Adrift; picked up and restored to owner.
Dec. 8.....	46.....	1 mile ESE.....	3 dories.....			6		Assisted to land through surf.
Do.....	287.....	3 miles E.....						Landed man from barge.
Dec. 10.....	46.....	1 mile ESE.....	—, dory.....			2		Assisted in landing through surf.
Do.....	239.....	1 mile SE.....						Recovered body from water and sent it to morgue.
Do.....	239.....	3 miles NW.....						Towed ashore piece of wreckage found in path of navigation.
Do.....	271.....	12 miles SW.....	Stafford, sch.....	199	Potatoes.....	6		Seriously damaged by storm; summoned tug and manned pump; tug towed vessel to harbor.
Do.....	280.....							Recovered body from water.
Dec. 11.....	75.....	14 miles E.....						Removed furniture from burning house.
Do.....	256.....							Carried injured man to Cheboygan to a doctor.
Dec. 12.....	6.....	14 miles N.....	Mineola, sch.....	68	Lumber.....	4		Sprung back leak in harbor; made sail and beached vessel.
Do.....	161.....	1 mile NE.....	Unknown, str.....					Warned away from beach by Coston signal.
Do.....	239.....	1 mile SE.....						Recovered body of man from water and sent it to morgue.
Do.....	284.....	64 miles W.....						Removed body of man from coal chute.
Do.....	318.....	34 miles W.....						Carried light keeper out to adjust light on buoy.
Dec. 4-13.....	287 and 288.....	9 miles S. station 299.....	Carolina, str.....	1,304	Merchandise.....	81		Stranded in fog; took off passengers and crew and carried messages; assisted at vessel for 10 days, but failed to float her; floated by tugs.
Dec. 11-13.....	190.....						10	Succored 10 fishermen detained on beach by rough weather; furnished 21 meals and 2 nights' lodging.
Dec. 13.....	24.....							Picked up set of building plans and specifications lost on road and restored them to owner.
Do.....	239.....							Recovered body of drowned person and sent it to morgue.
Do.....	253.....	2 miles W.....	Schnoden, str.....					Near shore in snowstorm; warned off by Coston signal.
Do.....	294.....	1 mile N.....	Two unknown str.....	46	Tan bark.....	2		Dangerously near shore in thick weather; warned off by Coston signal.
Dec. 12-14.....	247.....	1 mile E.....						Brought 2 light keepers ashore and carried them back to their station.

Dec. 13-14.	Yamacraw	Thimble Shoals, Va.	Powhatan, str.	2, 898	General	68	
Dec. 14.	80.	1 1/2 miles E.					Collided with steamer Britian; Telebels ached to prevent sinking; attended 4 badly injured members of crew; took off 14 persons and landed them at Norfolk.
Do.	316.	1 mile NW					Picked up grass fire that threatened beach property.
Do.	324.						Picked up buoy found on beach and notified inspector of lighthouses.
Dec. 15.	32.	1/2 mile ESE.	No. 96, m. b.			2	Assisted in taking to hospital man and woman struck and seriously injured by automobile.
Do.	46.	2 1/2 miles E.	2 dories.			4	Out of fuel; loaned supply.
Do.	90.	Off station.	Unknown str.				Assisted in landing through surf.
Dec. 16.	29.	1 1/2 miles NE.	rowboat.				Warned away from beach by Coston signal.
Do.	47.		skiff.				Flashed up on beach out of reach of surf.
Dec. 16-17.	121.	3 miles NNW	—, m. b.			2	Stranded and filled; freed of water and sand and taken to safe place.
Do.	179.						Boat fast in ice and occupants without food; succor afforded.
Dec. 17.	Yamacraw	Old Point Comfort.					Prepared body of R. S. Midgett for burial, built coffin, dug grave, and assisted at funeral.
Do.	19.						Recovered drifting can buoy.
Do.	70.	1/2 mile E.	Unknown str.				Assisted automobile out of snowdrift and broke road to enable it to proceed.
Dec. 17-18.	Mohawk and stations 120, 121, and 123.	Little Egg Inlet, N. J.	Juno, Nor. str.	2, 416		23	Warned away from shore by Coston signal.
Dec. 18.	34.	1/2 mile N.	Steamer and 3 barges.				Stranded on 15th in snowstorm; cutter assisted wreckers in floating; station crews sent off telegrams, ran lines, and carried provisions to vessel.
Do.	235.	2 miles S.	—, scow.	50			Do.
Do.	237.	700 feet SW					Stranded; assisted in floating.
Do.	239.	2 miles WSW					Recovered body of man who had fallen from a tug; resuscitation attempted.
Dec. 19.	12.	1 mile WSW	—, m. b.			2	Helped save contents of burning school building and protect near-by property.
Do.	47.	1/2 mile N.	skiff.				Engine disabled; towed to destination.
Do.	50.	15 miles ENE.	Mary Duff, Br. bkn.		Potatoes.	7	Broke from mooring; taken to safe place.
Do.	180.	1 1/2 miles NE.	Unknown, str.				Run down by barge in night; piloted to Tarpaulin Cove.
Do.	235.	1/2 mile ESE.	Andrew, scow.	383	Stone.	4	Warned away from shore by Coston signal.
Dec. 16-20.	61.		Carrie F. Roberts, sch.	52	Wood.		Assisted in repairing large hole in bow, caused by ice. Lost sails while trying to make harbor and went on breakwater; landed occupants and helped work vessel to a sandbar; clothing furnished one person.
Dec. 20.	82.	1/2 mile E.					Delivered to resident of neighborhood telegram announcing death of relative, and made arrangements for him to get to mainland.
Do.	92.						Extinguished fire in dwelling.
Do.	105.	8 miles SW	Unknown sch.				Helped care for body of suicide.
Do.	310.	Near station.					Sent tug to bring vessel in over bar.
Dec. 21.	91.						Discovered third rail of electric railway short circuited and section of rail destroyed; flagged approaching train.
Do.	203.	6 miles SW	—, m. b.		Fish.	1	Engine disabled; put owner on board with new spark plug, and stood by while repairs were made.

Miscellaneous assistance—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1916. Dec. 21.....	235.....	‡ miles E.....	No. 121, m. b.....	5	Supplies.....	1	1	Engine disabled; gave first aid to injured light keeper; towed boat to dock and carried him out to light lamp on breakwater.
Dec. 22.....	4.....	5 miles NNE.....	Grace Morgan, str.....	21	Lobsters.....	2	2	Stranded in gale; helped moor after private boat had hauled her off.
Do.....	91.....	3 miles W.....	.....	.....	.....	.....	.....	Stopped runaway horse attached to delivery wagon; nobody in wagon.
Do.....	139.....	‡ mile E. by N.....	Rosemarie, m. b.....	.....	.....	2	2	Unable to make shelter; secured boat at wharf and sheltered occupants overnight.
Do.....	153.....	Near station.....	— skiff.....	.....	.....	1	1	Engine disabled; boatman sheltered.
Do.....	157.....	3 miles N.....	Edna, m. b.....	.....	Oysters.....	6	6	Stranded; carried 3 occupants to Chincoteague, Va.
Do.....	183 and 194.....	5 miles E. by S. station 183.....	Vartene, m. b.....	.....	.....	2	2	Engine disabled and boat helpless at sea; picked up by steamer and turned over to service corps; set engine running.
Do.....	240.....	700 feet S.....	.....	.....	.....	.....	.....	Recovered body of man who had drowned himself.
Dec. 23.....	14.....	At station.....	Twin Rivers.....	7	.....	2	2	Placed man on board boat to make it secure in gale.
Do.....	283.....	Rebecca Shoal, Fla.....	Beatrice, sch.....	.....	.....	.....	.....	Damaged by ice; helped make repairs.
Dec. 24.....	Tampa.....	.....	.....	.....	.....	.....	.....	Took off second mate, ill of pneumonia, and handed him over to British vice consul at Key West to be sent to hospital.
Do.....	2.....	‡ mile N.....	.....	.....	.....	.....	.....	Picked up seine raft and seine drifting to sea and re-stored them to owner.
Do.....	318.....	Humboldt Bay Bar.....	Coaster, m. b.....	14	General.....	3	3	Caught at sea in rough weather; stood by while boat crossed in over bar.
Dec. 25.....	7.....	1‡ miles NE.....	—, dory.....	.....	.....	.....	.....	Went adrift on rise of tide; picked up and returned to owner.
Do.....	39.....	4 miles N.....	Unknown str.....	.....	.....	.....	.....	Warned away from beach by Coston signal.
Do.....	40.....	‡ mile ENE.....	do.....	.....	.....	.....	.....	Do.
Do.....	49.....	2 miles NE.....	Thorjerd, Nor. str.....	1,962	.....	26	26	Flew distress signals off station; out of bunker coal; summoned tug to her assistance.
Do.....	235.....	‡ mile NW.....	—, rowboat.....	.....	.....	2	2	Drifted away from men on breakwater; returned to them.
Do.....	283.....	At station.....	.....	.....	.....	.....	.....	Fire in coal yard; extinguished.
Dec. 26.....	45.....	2 miles NW.....	Roger Drury, sch.....	350	Coal.....	5	5	Leaking; crew landed in boat; succor afforded.
Do.....	148.....	1 mile NE.....	Unknown str.....	.....	.....	.....	.....	Warned away from shore by Coston signal.
Do.....	166.....	2 miles E.....	do.....	.....	.....	.....	.....	Do.
Do.....	268.....	‡ mile N.....	Driftwood, m. b.....	.....	.....	.....	.....	Engine disabled and fuel exhausted; keeper swam out through breakers, boarded boat, and assisted master to safe harbor.
Do.....	283.....	‡ mile E. by S.....	.....	.....	.....	.....	.....	Light keeper unable to get out to station on account of ice; carried out in lifeboat.
Dec. 27.....	82.....	‡ mile NW.....	—, m. b.....	.....	.....	.....	.....	Drifting to sea in ice; brought ashore.

Do.	209.	1½ miles S.	Lalla Rookh, m. b.	.....	.....	1	Engine disabled; stranded; helped save engine and equipment; boat lost.
Do.	307.	.....	.....	.....	.....	.....	Carried sick man in boat from Westport to Aberdeen, Wash., to hospital.
Dec. 28.	30.	¾ mile NNW	Static, m. b.	.....	.....	1	Stranded on 16th; floated on this date.
Do.	83.	¾ mile NE.	Static, m. b.	.....	.....	2	Engine disabled; stranded; helped haul boat out of water.
Do.	322 and 323.	Point of Rocks, Chesapeake Bay.	Annie R. Todd, sch.	.....	.....	2	Beeched wreckage from wharf.
Dec. 29.	113.	.....	....., m. b.	.....	21 Staves.	.....	Stranded; total loss; vessel stripped.
Do.	119.	1 mile N.	.....	.....	.....	1	Piloted to safe harbor.
Do.	281.	.....	....., stiff.	.....	.....	.....	Carried fish pound inspector on his rounds.
Dec. 29-30.	123.	¾ mile SW.	Unknown str.	.....	.....	.....	Assisted in removal of ice from intake of city pumping plant.
Dec. 30.	118.	1 mile SE.	Unknown str.	.....	.....	.....	Carried fish pound inspector on his rounds.
Do.	154.	¾ mile NE.	do.	.....	.....	.....	Caught in drift ice; brought ashore and restored to owner.
Do.	161.	.....	.....	.....	.....	.....	Warned away from shore by Coston signal.
Do.	318.	.....	.....	.....	.....	.....	Do.
Dec. 31.	30.	1½ miles S. by E.	....., bge.	Coal.	.....	3	Carried light keeper out to relight gas buoy.
Do.	130.	.....	.....	.....	.....	.....	Leaking; temporarily abandoned by tug; notified tug of barge's condition, and it returned and took her in tow.
Do.	162.	¾ mile SE.	.....	.....	.....	.....	Carried fish pound inspector on his rounds.
Do.	241.	.....	.....	.....	.....	.....	Extricated automobile from quicksand.
Do.	208.	2 miles S.	....., sailboat.	.....	.....	.....	Warehouse on fire; unable to save building, but protected adjacent property.
Do.	.....	.....	.....	.....	.....	.....	Became waterlogged and capsized; notified owner, who came and took vessel away.
1917.	.....	.....	.....	.....	.....	.....	Removed fishhook from fisherman's face and dressed wound.
Jan. 1.	14.	.....	Navahoe, str.	1,278	.....	.....	First officer boarded cutter and reported mutiny in crew; took 1 man off and turned him over to police.
Do.	Itasca.	San Juan, P. R.	Navahoe, str.	.....	.....	.....	House on fire in village; unable to save building, but prevented near-by dwellings and several boats from catching fire.
Do.	29.	¾ mile WSW	.....	.....	.....	.....	Propeller fouled by towing hawser; assisted in clearing wheel.
Jan. 2.	139.	4 miles NE.	North America, str.	289	.....	20	Delivered mail to Desdemona Sands Light Station.
Do.	311.	.....	Navahoe, str.	1,278	.....	.....	Loaded master arms, ammunition, and hand irons for use in case of mutiny in his crew. (See same case, Jan. 1.)
Jan. 3.	Itasca.	San Juan, P. R.	Navahoe, str.	.....	.....	.....	Ran ashore in fog; assisted in floating.
Do.	Davey.	Mississippi River.	Omao, Hond. str.	1,666	Fruit.	35	Warned away from beach by Coston signal.
Do.	34.	1½ miles NW	Unknown str.	.....	.....	.....	Rescued wild deer that had broken through ice, and after giving it restorative treatment let it go free.
Do.	57.	¾ mile N.	.....	.....	.....	.....	Removed furniture from burning house and protected near-by property.
Jan. 4.	31.	1½ miles WNW	.....	.....	.....	.....	Recovered body of small boy drowned by breaking through ice.
Do.	284.	1½ miles SW.	.....	.....	.....	.....	.....

Miscellaneous assistance—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1917.								
Jan. 5.	323.	$\frac{1}{2}$ mile N.						Towed drifting piece of wharf out of channel and beached it.
Jan. 5-6	179.							Built up for late neighbor and assisted at funeral and burial.
Jan. 6.	4.							Found camper whose relatives had become alarmed over his failure to return home in season.
Do.	30.							Carried automobile out of sand.
Jan. 7.	317.							Carried sick man to hospital on stretcher.
Jan. 8.	323.	1 mile N.	Unknown str.					Found 5 ponies on beach, notified owners.
Jan. 9.	143.	$\frac{1}{2}$ mile NNE.	do.					Warned away from beach by Coston signal.
Jan. 10.	40.	$\frac{1}{2}$ miles ESE.	do.					Warned away from bar by Coston signal.
Do.	168.	$\frac{1}{2}$ miles E.	do.					Do.
Do.	194.							Do.
Jan. 11.	276.	300 feet NW.	City of Baton Rouge, str.	169		7		Carried to train a soldier called home by death in family. Unmanageable in high wind and unable to make dock; assisted to wharf.
Do.	317.		Log raft.					Broke moorings and went adrift; sheered toward sand beach and secured.
Jan. 12.	16.	$2\frac{1}{2}$ miles W.						Hotel on fire; building destroyed, but fire prevented from spreading.
Jan. 13.	7.	$2\frac{1}{2}$ miles SW.	Unknown str.					Notified inspector of failure of light to burn.
Do.	166.	$2\frac{1}{2}$ miles E.	do.					Warned away from shoals by code signal.
Jan. 14.	140.	$\frac{1}{2}$ miles NE.	Unknown str., and 2 pigs.					Warned away from shoals by Coston signal.
Do.	146.	2 miles N.	Unknown str., and 2 pigs.					Warned away from beach by Coston signal.
Do.	161.	$\frac{1}{2}$ mile NE.	Ovire, N or str.					Do.
Do.	235.	$\frac{1}{2}$ mile E.	Alva B., str.	83				Made cable fast to stranded tug so she could not slip off bank.
Do.	280.	1 mile E.	Indiana, str.					Ran on breakwater; called tug; helped remove cargo and rig steam pumps; floated by wreckers on 16th.
Jan. 15.	166.	$2\frac{1}{2}$ miles ESE.	Unknown str.	1, 177	General merchandise.	86		Warned away from shoals by Coston signal.
Do.	306.	13 miles E.	Flo, m. b.					Took charge of boat picked up by outsiders, and held it for owners.
Jan. 17.	Penrose.	Pensacola Bay						Removed waterlogged lumber from path of navigation and beached it.
Do.	9.	$\frac{1}{2}$ mile E.	—, skiff.					Broke adrift and went ashore; recovered and returned to owner.
Do.	22.	$\frac{1}{2}$ mile W.						Put out grass fire, thereby saving group of cottages.
Jan. 18.	Scout.	Elliott Bay, Wash.						Removed large float from path of steamers, and secured it to a wharf.
Do.	28.	2 miles W.	Pere Marquette 4, str.	941	Merchandise.	50		Fast in ice; assisted 10 people in getting ashore over ice.

Do.	48.	5 miles ESE.	Grilse, m. b.	1	1	Out of fuel; towed to harbor; boatman sheltered overnight in custody, fed, and turned over to police a man bent on drowning himself.
Do.	325.	$\frac{1}{4}$ mile S.			1	Remained floating 60-foot spar from track of navigation and heaved it.
Jan. 19.	Seminole.	Lookout Shoals, N. C.				Arrived in harbor; pulled off.
Do.	Itasca.	San Juan, P. R.				Heading for shoals; warned off by Coston signal.
Do.	113.	$\frac{1}{4}$ miles E.	La Gracia, Br. slp. Unknown str. and 3 bges.	29	5	Anchored off station; loaned vessel 20 gallons of gasoline and delivered message from tug company.
Jan. 20.	49.	24 miles NE.	Kirsten, Br. bk.	1,408	18	Fed and lodged in office of quartermaster's department and assisted him in determining feasibility of further salvage work on transport Sumner.
Do.	113.					Responding signal, informed passing steamer of name of lighthouse.
Do.	175.	1 mile E.	Kristiansfjord, Nor. str.	6,496		Plotted to safe harbor.
Do.	192.	$\frac{1}{4}$ miles N.	Patty Lou, m. b.		3	Unable to make way through ice; broke channel for 6 miles to open water.
Jan. 22.	Ossipee.	Off Baileys Point.	Tobickon, sch.	739		Warned away from shore by Coston signal.
Do.	140.	$\frac{1}{4}$ miles N. by E.	Unknown str.			Had fouled anchor; cleared anchor and secured barge to it.
Do.	218.	2 miles WNW.	—, bge.			Took charge of woman who had tried to drown herself, and gave her succor and clothing.
Do.	276.	200 yards E.			1	Gave surgical aid to fisherman suffering with badly injured hand.
Jan. 23.	Onondaga.	Fernandina, Fla.	Greenleaf, m. b.	8	2	Adrift; brought ashore and held for claimant.
Do.	24.	$\frac{1}{4}$ miles SE.	— dory.			Stranded; occupant brought ashore to a wait rise of tide.
Do.	48.	do.	Mary S., m. b.		1	Do.
Do.	48.	do.	Vera, m. b.		1	Do.
Do.	48.	do.	Ida May, m. b.		1	Do.
Jan. 24.	Ossipee.	Belfast, Me.				Broke ice in harbor, opening it to navigation.
Do.	14.				1	Sheltered and fed fisherman who came to station suffering from exposure.
Do.	48.	$\frac{1}{4}$ miles SE.	Grilse, m. b.		1	Stranded; brought occupant ashore to await rise of tide.
Do.	189.	$\frac{1}{4}$ miles SW.	Unknown vessel.			Warned away from the shore by Coston signal.
Do.	219.	$\frac{1}{4}$ mile SW.	— bge.			Adrift; worthless; picked up and beached.
Do.	290.	At station.	Four Brothers, m. b.	12	3	Lost runner in ice; helped haul boat out and made repairs.
Jan. 25.	Pamlico.	Indian Island.	—, m. b.		2	Engine disabled; took boat on board and carried it to Washington, N. C.
Do.	110.	Seaside Park, N. J.				Cottage on fire; assisted in removing furniture.
Do.	166.	2 miles E.	Unknown str.			Warned away from shoals by code signal.
Do.	310.	5 miles S.				Reported drifting buoy to Lighthouse Service.
Do.	311.	3 miles SW.	Unknown str.			Standing toward beach in fog; warned off by waving coat.
Do.	311.		Unknown bark.			Buoy out of position; reported to Lighthouse Service.
Jan. 26.	86.	5 miles SSE.	Asrym, Nor. bk.	2,550		Responding to signal, summoned tug to take bark in tow.
Do.	87.					Boarded vessel in answer to signal and found she wanted a tow; sent call for tug.
Jan. 27.	30.	24 miles E. by S.	Katona, Dan. str.			Put pilot on board.
Do.	166.	$\frac{1}{4}$ miles E.	Unknown str.	1,668		Warned away from shoals by code signal.
Do.	310.	$\frac{1}{4}$ mile NW.				Extinguished fire in building occupied by United States Army.

Miscellaneous assistance—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction from reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1917.								
Jan. 27-28.	29.	10 miles WSW.	Two unknown schs.				2	Sheltered over night 2 automobilists whose machine was disabled.
Jan. 28.	310.	San Point, Nova Scotia.	Laverna, sch.	96		24		Sent tug out to bring vessels in over Columbia River Bar.
Jan. 29.	Androscegg.	1 mile NW.	Unknown, scow.		Sea moss.	2		Past in ice; freed and towed to open water.
Do.	113.	3 miles SW.	Unknown bk.					Caught in tide and drifting to sea; towed to harbor.
Do.	183.	3 miles SW.	do.					Warned away from shore by code signal.
Do.	184.	3 miles SSW.	do.					Approaching shore in fog; warned away by code signal.
Do.	281.	3 miles S.	do.					Recovered body of man drowned by going through hole in ice.
Jan. 29-30.	Snohornish.	Dungeness Spit.	Fairhaven No. 1, scow.	116				Broke towline in gale and stranded; floated by rising tide; towed to harbor.
Jan. 30.	Mohawk and stations 112 and 113.	Barneget Inlet.	Bowden, Nor. str.	1,255	Sugar.	23		Stranded in fog; ran lines, sent off messages, and performed other minor assistance; floated by tug.
Do.	86.	1½ mile N. by E.	Unknown vessel.					Warned away from shore by Coston signal.
Do.	140.	do.	do.					Heading for shore in fog; warned off by Coston signal.
Do.	318.	1 mile SE.	skiff.			5		Ran aground; floated.
Jan. 31.	Acushnet and station 45.	3 miles N.	Tampico, str.	2,261		24		Stranded; landed mate to send message to owners.
Do.	14.							Went to Portsmouth, N. H., to procure medicine for sick woman.
Do.	166.	1½ miles E.	Unknown vessel.					Warned away from shoals by code signal.
Do.	307.	2 miles WNW.	Unknown sch.					Warned away from shore by Coston signal.
Do.	307.	4 miles NNW.	do.					Out of channel and about to ground; warned by Coston signal.
Do.	310.	10 miles SW.	do.					Unable to get in over Columbia River Bar; sent tug to vessel.
Feb. 1.	Apache.	Pataasco River.	Kenmore, Br. str.	3,919	Corn, flour, oil.	4	2	Stranded; pulled off with assistance of cutter.
Do.	203.							Fishermen, detained on beach by rough weather, given shelter.
Feb. 2.	67.	2 miles E.	Unknown str.					Warned away from shore by Coston signal.
Do.	269.	1 mile W. by S.	do.					Assisted in putting out fire in fog-signal station.
Feb. 1-2.	Acushnet.	Nantucket, Mass.	Tampico, str.	1,640		23		Stranded; pulled vessel around so that she floated on rise of tide.
Do.	139.	1½ miles NE.	Jacob Jones, U. S. str.	1,150		96		Boat's crew from vessel struck shoal on way to land; left boat and waded ashore; recovered boat and returned it and crew to destroyer, giving commander information for getting safely out of harbor.
Feb. 3.	48.	1½ miles ESE.	—, dory.					Dragged anchor; towed ashore.

Do...	139	1 1/2 miles E. by N...	Day Dream, str.	36	6	Lost anchor; stranded; minor assistance given; vessel floated on rise of tide. About to strand; warned off by code signal.
Do...	140	Han and Chicken Shoals	Unknown str.			
Do...	154	6 miles SW	—, scow.		3	Boat fast in ice; carried boatman to Wachapreague V., for provisions.
Do...	188				1	Sheltered overnight a man unable to get off to his vessel on account of rough weather.
Do...	193	Cape Fear River Entrance.	Luray, m. b.	14	3	Engine disabled; supplied batteries; ran boat into deep water and sent her on her way.
Feb. 4.	29	3 miles S.				Notified cable company of presence of 2 suspicious persons in locality of cable station.
Do...	32					Took in custody and returned to his home a young man found in a demented condition.
Do...	189					Carried by boat to Atlantic, N. C., a man whose boat had frozen fast in the ice.
Do...	194	3/4 mile NE.	Cayuga, m. b.	27	5	Boatman put ashore to procure supplies; detained overnight at station by gale.
Do...	312	Tillamook Bay Bar.	Wilson, str., and dredge.			Plotted out over bar.
Feb. 5.	8	Bucksport, Me.				Cleared water front of ice.
Do...	126	Driscove Harbor, Me.				Cleared harbor of ice.
Do...	140	3/4 mile NE.	Unknown str.			Houses on fire; held flames in check until arrival of fire department, with whose help fire was put out.
Feb. 6.	Ossipee	North Haven, Me.				Warned away from shoals by Coston signal.
Do...	48	3/4 mile SE.	Mary S., m. b.		2	Broke ice and opened channel through Fox Island Thoroughfare.
Do...	167				3	Helped launch boat over ice.
Do...	189				3	Gave lodging overnight to men detained on beach by wind and ice.
Do...	313	5 miles W. by S.	Rose, U. S. str.	447	16	Furnished dinner to 3 men on way to Atlantic, N. C., and carried them by boat to their destination.
Do...	140	2 1/2 miles NNW	Day Dream, m. b.	97	6	Carried pilot outside Coos Bay to put him aboard vessel, bound in; 2 surfmen injured in lifeboat by boarding sea.
Feb. 4-7.	139	1 1/2 miles ENE	Flora Condon, sch.	230	7	Lost anchor and stranded; sent off messages for master but received no answer around vessel, permitting her to float on rise of tide.
Do...	165	2 1/2 miles NE.	Unknown str.			Dragged near beach in storm; helped put water, coal, and provisions on board; also raised anchor; tug towed vessel to harbor.
Do...	284	3 miles N.	Unknown str.			Warned away from Pebble Shoals by Coston signal.
Do...	320	1 1/2 miles SE.	Unknown str.			Horse and wagon broke through ice in 8 feet of water; pulled out with tackle and lines.
Feb. 7-8.	97					Warned away from shore by Coston signal.
Do...	86	1 mile S.	Day Dream, str.	36	9	Warned away from shore by Coston signal.
Do...	152		Unknown str.			Secured man detained on beach by storm.
Do...	153	3 miles SE.	Unknown str.			Plotted to safe anchorage.
Do...	156		Unknown str.			Warned away from shoals by Coston signal.

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PLATE XI.



SAIL DRILL WITH MOTOR LIFEBOAT.

Miscellaneous assistance—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1917.								
Feb. 9.....	162.....	2½ miles N.....	Unknown str.....					Warned away from shore by Coston signal.
Feb. 11.....	33.....	2½ miles SW.....	8 motor boats.....					Left by falling tide 300 feet up on beach; all boats launched by use of planks and rollers.
Do.....	122 and 123.....							Found body of man on beach; sent it to relatives of deceased.
Do.....	189.....	3¼ miles NE.....	—, skiff.....					Found anchored on shoal and full of water; took ashore and restored to owner.
Feb. 12.....	81.....	1½ miles W.....	Unknown sch.....					Warned away from beach by Coston signal.
Feb. 13.....	33.....	2 miles S.....	—, m. b.....			2		Boat left by falling tide 300 feet from water; launched.
Do.....	166.....	1½ miles ESE.....	Unknown str.....					Warned away from Pebble Shoals by code signal.
Do.....	167.....	do.....	do.....					Heading for beach; warned off by code signal.
Do.....	168.....	1 mile E.....	do.....					Do.
Do.....	239.....	¼ mile NE.....	do.....					Freight house on fire; assisted in saving adjacent property.
Do.....	310.....	3 miles ESE.....	3 lighters.....					Assisted in recovering channel buoy.
Feb. 13-14.....	Seneca.....	Tompkinsville, N. Y.....						On fire, lying near warehouse; helped move vessels and other property to safety.
Do.....	139.....	4 miles NNE.....	Moama, Br. sch.....	404	Laths.....	7		Cut through by ice; waterlogged; recovered schooner's chain and helped get vessel to pier; later recovered anchor.
Feb. 14.....	23.....	¼ mile E.....	Manic Saunders, sch.....	279	Stone.....	6		Furnished vessel supply fresh water.
Feb. 15.....	Ossipee.....	Castine, Me.....	Golden Rod, str.....	71	General.....	8		Broke channel through ice to enable vessel to proceed to Belfast, Me.
Do.....	21.....							Delivered message to a family living 2 miles from station announcing death of a relative.
Do.....	23.....	¼ mile E.....	Issiah K. Stetson, sch.....	313	Pulp wood.....	6		Furnished vessel supply of fresh water.
Do.....	84.....	1 mile SE.....	Little Sisters, sharpie.....					Adrift; towed ashore and beached.
Do.....	165.....	2 miles NE.....	Unknown str.....					Warned away from Pebble Shoals by code signal.
Do.....	166.....	2 miles E.....	do.....					Do.
Do.....	307.....	3 miles WNW.....	do.....					Warned away from shore by Coston signal.
Feb. 16.....	8.....	Daniscove Harbor, Me.....						Assisted in clearing harbor of ice so fishermen could get to sea.
Do.....	14.....	¼ mile NNW.....	Valeria, sch.....					Assisted in picking up telegraph cable.
Do.....	33.....							Telegraphed to Provincetown for automobile to come to station and get sick man landed from schooner.
Do.....	80.....	1 mile W.....	Unknown vessel.....					Warned away from shore by Coston signal.
Do.....	123.....	¼ mile NNW.....	Millie Frank, sch.....	60	Lumber.....	5		Towed clear of ice and to a wharf.
Do.....	156 and 157.....	8 miles S. by E.....	Sahara, Br. str.....	4,080		34		Mistook light; stranded; telephoned for tug and stood by until it arrived; vessel floated by tug.
Do.....	316.....	1 mile W.....	Unknown vessel.....					Warned away from rocks by firing gun.
Feb. 17.....	Ossipee.....	Gloucester, Mass.....						Broke up ice in harbor.

PLATE XI.



SAIL DRILL WITH MOTOR LIFEBOAT.



Feb. 13-17.	97	1 mile E.	Ordinance, U. S. str.				Unable to get alongside of dock on account of ice; landed passengers and freight.
Feb. 18.	86						found in halfway house a man unable to speak English; turned him over to constable.
Do.	239	500 feet NW	Blue Ribbon, ice boat.		2		Broke through ice; hauled out.
Do.	239	Harbor entrance.	Rags, ice boat.		2		Do.
Do.	317						Assisted in fighting fire in building and saving nearby property.
Feb. 19.	106	2 miles E.	Unknown str.				Heading for Pebble Shoals; warned away by code signal.
Do.	180	4 mile NE.	Unknown vessel.				Warned away from shore by Coston signal.
Do.	239	Harbor entrance.	Rags, ice boat.		2		Ran into seam in ice; hauled out.
Do.	310	7 miles SSW.	Unknown sch.				Sent call for tug to tow vessel in over Columbia River Bar.
Do.	311		do.				Do.
Feb. 20.	181	3 miles SW.	Marjorie, m. b.		6		Engine disabled; landed passengers and mail.
Do.	310	7 miles SSW.	Unknown str.				Heading for submerged jetty; warned off by Coston signal.
Feb. 21.	Ossipee	Belfast Harbor, Me.					Broke up ice in harbor.
Do.	do.	Stockton Harbor, Me.					Broke up ice in harbor and made a channel through Fox Island Thoroughfare.
Do.	139	Winterport, Me.					Broke up ice in Marsh Bay.
Do.	165	24 miles ESE.	Unknown str.				Supplied lighthouse keepers with water and provisions under great difficulty on account of ice.
Do.	166	1 mile E.	do.				Heading for Pebble Shoals; warned off by code signal.
Feb. 20-22.	Mohawk	Jones Inlet, L. I.	Anglo Patagonian, Br. str.	5,100	94		Do.
Feb. 22.	Ossipee	Friendship Harbor, Me.	Fannie Bell, m. b.				Stranded in fog; carried ship's doctor and 32 members of crew to New York.
Do.	do.	Round Pond, Me.	Mineola, str.				Broke ice in harbor and freed vessel.
Do.	do.	Pensacola Bay.					Broke channel through ice so steamer could make landing.
Do.	147	54 miles S. by W.	Irene, m. b.	11	7		Removed from channel and beached waterlogged timber 10 inches square and 30 feet long.
Do.	147	54 miles S. by W.	No. 2 m. b.				The Irene, with motor boats Nos. 2 and 4 and fish car towed to harbor.
Do.	146	3 miles NE. station 148.	No. 4, m. b.				(see following three cases) stranded; floated and towed to harbor.
Do.	147	54 miles S. by W.	Fish car.				Stranded; pulled up on beach and later launched.
Do.	168	8 mile E.	Unknown str.				Stranded; pulled off and anchored; later blown to sea; picked up by crew of station No. 146 and beached on 24th instant.
Do.	169	9 miles SE.	Chas. Whittman, sch.	693	7		Stranded; assisted in floating.
Feb. 23.	Ossipee	Salem, Mass.	Unknown str.				Warned away from shore by Coston signal.
Do.	161	1 mile E.					Beached vessel and found her short of provisions and crew refusing to work; carried message ashore for master.
Feb. 24.	Mohawk	Eaton Point, L. I.					Broke up ice in harbor.
Do.	88	1 mile W. by S.	—, sharpie.		3	3	Warned away from beach by Coston signal.
Do.	310		Unknown sch.				Destroyed by mines and by ramming two sections of drifting dock; one of them 225 feet long.
							Caused; occupants rescued by outsiders; succor and clothing furnished.
							Sent tug to tow vessel in over Columbia River Bar.

Miscellaneous assistance—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction from station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1917.								
Feb. 25.	1.	2½ miles SW.	—, skiff.			2		Prepared body of late neighbor for burial.
Do.	189.	½ mile SW.	—, rowboat.					Parted cable and sunk; bailed out and returned to owner.
Feb. 26.	234.	½ mile SW.	—, rowboat.					Went adrift from Canadian shore; picked up and returned to owner.
Feb. 27.	Apache.	Chester River, Md.	Wave, sch.	25	Oysters.	4		Unable to make way through ice; towed to open water.
Feb. 28.	163.	½ mile E.	Unknown str.					Warned away from shore by Coston signal.
Do.	164.	½ mile NE.	do.					Do.
Mar. 1.	164.	½ mile NE.	Unknown str.					Do.
Mar. 1-2.	Yamacraw and Station 175.	½ mile SSE of station	A. A. Raven, str.	2,458	General.	36		Stranded in fog; floated by wreckers; sent off messages for master and picked up and cared for 41 barrels of wine, washed ashore from vessel.
Mar. 2.	19.						1	Gave succor and clothing to a destitute wayfarer.
Do.	163.		Callao, bk.		Coconut oil.			Warned away from beach by Coston signal.
Mar. 2-3.	Itasca.							Proceeded 160 miles to sea from San Juan, P. R., and took sick man off vessel, carrying him to hospital in San Juan.
Mar. 3.	152 and 153.	5 miles NE.	Strathearn, Br. str.	2,846	Nitrate.	35		Stranded in fog; floated unassisted; sent off message and furnished transportation between vessel and shore.
Do.	166.		Unknown str.					Warned away from Pebble Shoals by Coston signal.
Do.	241.	1 mile E.	—, m. b.		Machinery.	9		Prevented by ice from getting under way; assisted to open sea.
Mar. 4.	116.		Unknown str.					Warned away from shore by Coston signal.
Do.	117.		do.					Do.
Do.	145 and 146.	2 miles ENE.	Louisiana, str.	2,849	Crude oil.	30	5	Went ashore in fog; 1 member of crew and 10 men from cutter Yamacraw drowned in course of efforts made to take people off vessel; sent off messages for master; steamer floated Mar. 9, by wreckers.
Do.	234.	½ mile SE.	—, rowboat.					Went adrift; picked up and held for claimant.
Do.	285.	½ mile E.	Goldie V., m. b.	50		5		Broke adrift; stranded; sent harbor tug to tow boat in.
Mar. 5.	Snobomish.	Straits of Fuca.	Natalie and H-4, m. b. s.					Picked up drifting log crib and beached it.
Do.	23.	600 yards N.						Boats lying offshore; put several soldiers on board.
Do.	23.	600 yards N.						Towed to safety a marine walk that had broken from its fastenings.
Do.	189.	3 miles NW.	Little Sister, m. b.	6	Oysters.	2		Spring leak and sunk; helped remove cargo.
Do.	204.	11 miles W.	—, m. b.			1		Engine disabled; stranded; master wet and cold, taken to his home.
Mar. 6.	Penrose.	Pensacola Bay.						Removed 25-foot timber from track of vessels and beached it.
Do.	139.	2 miles ENE.	Moama, Br. sch.	404	Laths.	7		Stranded; put red light on vessel.

Do.....	176.....	2½ miles NNW	—, m. b.....	.....	.....	5	Thrown up on beach by heavy sea; assisted in launching.
Do.....	247.....	¼ mile SW	.....	.....	.....	.....	Garage on fire; helped local fire department save adjacent property.
Do.....	323.....	.....	.....	.....	.....	.....	Took charge of body found in water and notified coroner.
Mar. 7.....	30.....	.....	.....	.....	.....	.....	Notified lighthouse steamer Mayflower that buoy was out of position.
Do.....	162.....	2 miles N	Unknown str.	.....	.....	.....	Warned away from shore by Coston signal.
Mar. 8.....	279.....	700 feet SE	Vinal Haven, str.	.....	Forage	.....	Helped pump out floating clubhouse, Jackson Park.
Mar. 9.....	Ossipee	North Haven, Me.	C. D. Bryant, bk.	929	.....	14	Broke ice and enabled vessel laden with forage to get to her deck.
Do.....	322.....	1½ miles WSW	—, str.	.....	.....	.....	Parted towline; ran new line and accompanied vessel to anchorage.
Mar. 10.....	102.....	2 miles SE	Defender, sch.	446	.....	.....	Adrift; towed ashore.
Do.....	307.....	4 miles N	Rover, m. b.	.....	.....	2	Drifting into breakers; passed line and held vessel until tug arrived and took her in tow.
Do.....	318.....	2 miles W	Round, m. b.	.....	.....	3	Went out and warned vessel to cross outer bar before darkness set in.
Mar. 11.....	203.....	2 miles NW	Round, m. b.	.....	.....	3	Machinery disabled; sheltered boatmen overnight and towed launch to place where repairs could be made.
Mar. 12.....	135.....	1 mile WNW	Sailboat.	.....	.....	2	Waterlogged and unmanageable; ferried across Cold Spring Inlet.
Do.....	161.....	1 mile E	Unknown str.	.....	.....	.....	Warned away from shore by Coston signal.
Do.....	183.....	4 miles SSW	Unknown bk.	.....	.....	.....	Heading for Diamond Shoals; warned off by Coston signal.
Do.....	276.....	1 mile NE	....., rowboat.	.....	.....	1	Gave restorative treatment to man brought to station by outsiders; he had jumped overboard from a river steamer, but failed to sink.
Mar. 13.....	151.....	6 miles SW	Ella, m. b.	.....	.....	5	Out of gasoline; supply loaned.
Do.....	162.....	2 miles S	Unknown str.	.....	.....	.....	Warned away from beach by Coston signal.
Mar. 14.....	29.....	2 miles N	....., rowboat.	.....	.....	.....	Abandoned; picked up, worthless, but menace to water traffic.
Mar. 17.....	Mohawk	Off Stapleton, N. Y.	Westerly, str.	41	.....	4	Engine disabled and vessel drifting through crowded shipping; picked up when about to collide with another vessel and taken to dock.
Do.....	24.....	1½ miles NNW	—, dory.	.....	.....	.....	Adrift; recovered and restored to owner.
Do.....	46.....	1 mile ESE	2 dories	Fish	.....	4	Assigned to land through surf.
Do.....	153.....	400 yards W	Emily, m. b.	.....	.....	9	Engine disabled; towed to Wachapreague, Va., for repairs.
Do.....	292.....	2 miles E	.....	.....	.....	.....	Engine disabled; towed to Wachapreague, Va., for repairs.
Mar. 18.....	324.....	2 miles NNW	Unknown vessel	.....	.....	.....	Pulled force out of fissure in ice.
Do.....	292.....	2 miles E	.....	.....	.....	.....	Carried to ambulance a woman who had fallen on rocks while gathering mussels.
Mar. 19.....	186.....	2½ miles SW	Unknown vessel	.....	.....	2	Warned away from shore by Coston signal.
Do.....	203.....	4 miles WSW	—, m. b.	.....	.....	3	Engine disabled; towed to wharf.
Mar. 20.....	Seminole.	Beaufort, N. C.	Sea Gull, m. b.	.....	.....	.....	Engine disabled while boat was trying to get alongside cutter; picked up and secured at cutter's boom, and engine repaired.
Do.....	229.....	3 miles SE	.....	.....	.....	.....	Recovered body of man drowned by falling off bridge.
Mar. 21.....	14.....	4 miles NNW	.....	.....	.....	.....	Carried official message out to keeper of White Island Light.

Miscellaneous assistance—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons on succored.	Remarks.
1917.								
Mar. 21.....	30.....	$\frac{3}{4}$ mile E.....	Steinstadt, Nor. str.....					Put pilot aboard vessel, bound in, and took pilot off vessel, bound out.
Mar. 22.....	151.....	3 miles E.....	Unknown, ywl.....			4		Out of fuel: towed to Chincoteague, Va.
Do.....	161.....	$\frac{1}{4}$ mile NW.....	Unknown str.....					Warned away from beach by Coston signal.
Mar. 23.....	32.....	200 yards W.....	Maggie Todd, sch.....	129		5		Stranded; removed crew's effects and ship's stores to station for safe-keeping.
Do.....	155.....	5 miles E.....	Unknown str.....					Warned away from beach by Coston signal.
Do.....	239.....							Recovered body of man who had fallen into the water while boarding vessel.
Do.....	273.....	$\frac{1}{4}$ mile W.....	—, skiff.....			1		Assisted man in handling his boat out on pier and launching it in sheltered water.
Do.....	288.....	At station.....	Sea Gull, m. b.....			2		Boat damaged by ice; helped haul it out and make repairs.
Mar. 24.....	83.....	2 miles ENE.....	Mary M. Brower, slip.....			2		Stranded; ran out anchor and vessel floated on rise of tide.
Do.....	203.....	3 miles WSW.....	—, m. b.....			2		Out of fuel: towed to wharf.
Do.....	235.....	$\frac{1}{4}$ mile E.....	—, m. b.....					Recovered body of drowned boy; resuscitation attempted.
Do.....	310.....	Columbia River Bar.....	2 schooners.....					Sent tug out to tow vessels in over bar.
Mar. 23-25.....	Tampa.....	Dry Tortugas, Fla.....	Cumberland County, Br. sch.....					Wrecked in February, 1917; floated by wreckers; hulk towed to Key West, Fla., at request of Lloyd's.
Mar. 24-26.....	Yamacraw.....	Off Maryland coast.....	Unknown vessel.....					Proceeded to sea and picked up wreckage from unknown vessel; larger parts towed ashore and blown up.
Mar. 26.....	12.....	$\frac{1}{4}$ mile NNE.....	—, m. b.....			2		Out of fuel: towed to landing.
Do.....	60.....	$\frac{1}{4}$ miles SW.....	Tampico, str.....	2,251		23		Gasoline tank exploded, badly burning mate; engaged motor boat and carried doctor out to vessel.
Do.....	130.....		Unknown str.....					Took care of sick man during night, relieving nurse.
Do.....	161.....	$\frac{1}{4}$ mile E.....	—, m. b.....					Warned away from shore by Coston signal.
Do.....	191.....	$\frac{1}{4}$ mile NNW.....	Mamie, m. b.....			8		Engine disabled; went on board and made repairs, enabling boat to proceed.
Do.....	311.....	Near station.....	—, m. b.....					Carried mail out to Desdemona Sands Light Station.
Mar. 27.....	107.....		Unknown str.....					Assisted in putting out fire in bathhouse.
Do.....	179.....	24 miles NNE.....	—, m. b.....					Warned away from shore by Coston signal.
Do.....	260.....	$\frac{1}{4}$ mile N.....	J. S. Crouse, str.....	82		6		Steering gear broken, while working way through ice; took parts to station and repaired them.
Do.....	241.....	1 mile E.....	—, m. b.....					Fixed electric light wire, short-circuited near dwelling and likely to set it on fire.
Mar. 28.....	247.....	At station.....	Lusitania, m. b.....			3		Furnished facilities for raising boat out of water in order to make repairs.
Do.....	216.....		Elk, m. b.....			3		Batteries dead; towed to slip.
Mar. 29.....	239.....	1 mile SE.....	—, m. b.....					Recovered body of drowned man and sent it to morgue.
Do.....	284.....	6 miles W.....	—, m. b.....					Recovered body of drowned man.

Mar. 30.....	Apache.....	Baltimore, Md.....	Jessamine, U. S. str.....	257.....	.....	22.....	Boiler damaged; in need of towing vessel; towed to anchorage.
Do.....	263.....	.....	.....	.....	.....	.....	Carried keeper of Thunder Bay Island Light, and his family, out to his station; also transported his supplies to island.
Mar. 31.....	4.....	6 miles N. by E.....	Emma F. Chase, sch.....	69.....	Lumber.....	2.....	Vessel short-handed; helped raise anchor and take it to safe anchorage.
Do.....	27.....	3½ miles ESE.....	—, m. b.....	.....	.....	1.....	Engine disabled while attending lobster pots; drifting to sea; put 2 surfmen on board to make repairs; boat towed to harbor by outsiders.
Do.....	42.....	½ mile NW.....	Little Brothers, m. b.....	38.....	.....	12.....	Extinguished woods fire.
Do.....	84.....	Fire Island Bar.....	.....	.....	.....	.....	Stranded; floated by use of own power and windlass.
Do.....	92.....	2½ miles NW.....	Unknown, m. b.....	.....	.....	2.....	Engine disabled; stranded; floated and repairs made.
Do.....	310.....	Columbia River Bar.....	Unknown sch.....	.....	.....	2.....	Sent tug out to bring vessel in over bar.
Do.....	311.....	200 yards NW.....	Flirt, m. b.....	.....	.....	.....	Rope in propeller; towed to station and rope removed.
Apr. 1.....	Itasca.....	San Juan, P. R.....	.....	.....	.....	.....	Put out fire aboard a dismantled schooner, thereby saving near-by shipping.
Do.....	235.....	½ mile S.....	Ram, str.....	.....	.....	3.....	Went ashore in fog; ran line for tug that pulled vessel off and accompanied her to harbor.
Do.....	315.....	.....	.....	.....	.....	.....	Carried to Gardiner, Oreg., a woman in need of medical attention.
Apr. 1-2.....	82.....	1½ miles NE.....	Woodanchor, m. b.....	.....	.....	3.....	Found and buried body of man.
Do.....	307.....	1 mile E.....	Unknown str.....	.....	.....	.....	Sunk at moorings; floated.
Apr. 3.....	166.....	.....	do.....	.....	.....	9.....	Warned away from shore by coile signal.
Do.....	167.....	2 miles S.....	Mary, m. b.....	.....	.....	.....	Do.
Do.....	216.....	.....	.....	.....	.....	.....	Engine disabled; boat on rocks; taken to safe anchorage and passengers put on board again; nobody in danger.
Apr. 4.....	22.....	2 miles SW.....	.....	.....	.....	.....	Called fire department and helped put out grass and brush fire.
Do.....	41.....	½ mile NW.....	— skiff.....	.....	.....	.....	Broke line and stranded; secured by new line.
Do.....	194.....	1½ miles NE.....	—, m. b.....	.....	.....	5.....	Engine disabled; carried boatmen to their homes.
Apr. 5.....	48.....	1½ miles SW.....	— dory.....	.....	.....	.....	Adrift; picked up.
Apr. 6.....	139.....	2½ miles N.....	—, m. b.....	.....	.....	3.....	Engine disabled while putting doctor aboard vessel in harbor; towed to pier.
Do.....	166.....	1½ miles E.....	Unknown str.....	.....	.....	.....	Warned away from shoals by Coston signal.
Do.....	325.....	½ mile N.....	.....	.....	.....	.....	Picked up and turned over to ambulance a young man who had tried to drown himself in the surf.
Apr. 7.....	Tampa.....	Tampa, Fla.....	.....	.....	.....	.....	Water-front warehouse on fire; assisted city fire department in putting out blaze.
Do.....	1.....	.....	.....	.....	.....	.....	Prepared body of neighbor for burial.
Do.....	20.....	.....	.....	.....	.....	.....	Rescued a valuable horse that had fallen in harness so that its head was under water.
Do.....	235.....	½ mile S.....	— rowboat.....	.....	.....	.....	Broke adrift from vessel at anchor; returned.
Apr. 8.....	215.....	1 mile NNW.....	Theodore E. Cowles, str.....	33.....	.....	10.....	Unable on account of ice to put workmen on intake crib; performed the service for vessel and returned to her with other workmen from crib.
Do.....	307.....	1½ miles WSW.....	Unknown str.....	.....	.....	.....	Warned away from shore by Coston signal.
Apr. 9.....	Itasca.....	San Juan, P. R.....	President, Gar. str.....	.....	.....	.....	Vessel interned; searched; bombs and other explosives found on board and confiscated.
Do.....	31.....	½ mile WNW.....	Abenaki, sch.....	176.....	Coal.....	4.....	Stranded in snowstorm; succored crew and gave them clothing; vessel total loss.

Miscellaneous assistance—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction from reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1917.								
Apr. 9	126	1 mile NNW	Theodore E. Cowles, str.	33				Assisted local fire department in fighting fire in Ocean City, N. J.
Do.	235					10		Unable to land workmen on intake crib on account of ice; carried them to crib and brought others from crib to vessel.
Apr. 10	4	$\frac{1}{2}$ mile S.	—, m. b.			2		Put man on board and helped him bring boat to station and secure her.
Do.	190	10 miles S.	George Churchman, sch.	281		7		Spring leak in gale; waterlogged; boarded vessel 10 miles from station, then put ashore and sent tug to her.
Do.	192	1 mile N.	Charlie, m. b.	20		3		Stranded; floated with assistance and worked out of Inlet.
Apr. 10-11	187 and 188	2 $\frac{1}{2}$ miles NNE., station 188.	Charlotte W. Miller, sch.	295	Dyewoods.	6		Aground since Mar. 26; ran anchor to deep water.
Apr. 11	84	1 mile SE.	S. F. Burns, slip.	30		2		Stranded; ran anchor and boat floated on rise of tide.
Do.	192	$\frac{1}{4}$ miles W.	Ariella, m. b.	14		5		Piloted boat across inlet and pointed out channel.
Apr. 12	161	$\frac{1}{4}$ mile E.	Unknown str.					Warned away from shore by Coston signal.
Do.	165	3 miles W.	Florence, m. b.			4		Shaft disabled; adrift; towed to mooring.
Do.	239	1 mile NE.	Unknown str.					Recovered body from water and sent it to morgue.
Do.	310	10 miles SW.	Unknown str.					Sent tug out to tow vessel in over Columbia River Bar.
Apr. 12-13	44	1 mile ENE.	Carrie Clark, bge.	1,298		4		In tow of steamer D. N. Luckenbach; got off course and stranded; steamer floated unassisted; ran lines and helped float barge.
Do.	44	1 mile ENE.	W. F. Babcock, bge.	2,128		5		Do.
Apr. 13	50	2 miles E.						Gave restorative treatment to child that had broken through ice on pond.
Do.	188	2 $\frac{1}{2}$ miles NNE.	Charlotte W. Miller, sch.	285	Dyewoods.	6		Aground since Mar. 26; ran anchor into deep water.
Do.	325	$\frac{3}{4}$ mile S.						Found and turned over to coroner body of woman who had evidently drowned herself.
Apr. 14	84	$\frac{1}{4}$ mile E.						Dwelling on fire; extinguished after considerable work.
Do.	119	$\frac{1}{4}$ miles WSW	—, m. b.			11		Mistook channel and stranded; took off 3 men and carried them to Tuckerton, N. J.
Do.	222	2 miles E.	Wild Duck, str.	233		21		Carried master and 2 naval officers to Point Isabel, Tex.; next day carried them back to vessel.
Do.	304	200 yards S.	Dart, ice boat.					Left on ice by unknown party; removed to place of safety.
Apr. 15	45	2 miles NNW	Bostock, m. b.	10	Fish.	2		Unable to make harbor in darkness; towed in.
Do.	190	$\frac{3}{4}$ mile W. by N.	Geo. Churchman, sch.	281		7		Insufficient room to beat to sea; towed to open water.
Apr. 16	310							Took soundings for United States engineers at Columbia River entrance.
Apr. 17	102	300 yards N.						House on fire near station; had flames under control when fire department arrived.

Do.	102.	3 miles W.	Drone, m. b.	26	3	Missed channel; piloted across inlet and sent on way.
Do.	322.	1 mile S.	Orlole, m. b.			Engine disabled; towed to wharf.
Apr. 18.	25.	1 mile E.	Orlole, yw.		2	Towed to Dorchester, Mass.
Do.	153.	1 mile ESE.	—, m. b.			Dangerously near beach, warned away by Coston signal.
Do.	285.	1 mile E.	Georgia, str.	895	80	Got out of channel in fog and stranded; floated by running pilot to sea; towed to wharf.
Do.	304.	400 feet SE.	—, canoe.			Cast adrift by boys; recovered.
Do.	306.	22 miles S.	—, str.			Proceeded to Umatilla Lightship and delivered telegram and mail.
Apr. 20.	155.	3 miles SE.	Gogsjo, Nor. str.	1,109	22	Stranded in fog; worked off on rise of tide and piloted to sea.
Do.	186.	1½ miles E.	Unknown str.			Worked away from shoals by Coston signal.
Do.	239.					Recovered body of man from water and sent it to morgue.
Do.	252.					Carried woman to Alpena, Mich., to obtain medical treatment.
Do.	324 and 325.		Airplane			Hauled out of surf and taken to hangar; aviator reached shore unassisted.
Apr. 21.	Mackinac	Sault Ste. Marie, Mich.	Ireland, str.	10		Leaking at pier; pumped out and run ahead in her slip until she rested on bottom.
Do.	90.	1 mile NW.				Recovered body of drowned man; resuscitation attempted.
Do.	147.	4 miles NE.	Admiral Schley, m. b.	22	7	Stranded in fog; helped jack vessel up; floated by wreckers May 3.
Do.	279.	1 mile N.				Recovered body of woman suicide; resuscitation attempted.
Do.	317.					Boarded in answer to signal; found master dead of heart failure; piloted vessel to dock and carried body to undertaker.
Apr. 22.	317.		Kilhyam, str.			Vessel with 2 steamers in tow piloted out over bar, no licensed pilot being available.
Do.	324.					Recovered body of old man who had waded out in surf and shot himself.
Apr. 23.	Algonquin.	Off Cape Henry	Florence Thurlow, sch.	1,042		Furnished vessel sufficient provisions to last until she reached port.
Do.	9.	1 mile E.	McCormick, scow.	68		Parted cable and went adrift; boarded and anchored.
Do.	28.	2½ miles N.	Unknown str.			Warned away from shoal by Coston signal.
Do.	80.	2½ miles NE.	—, m. b.		1	Engine disabled; sent call for launch to come and tow vessel in.
Do.	123.		—, sailboat.		1	Leaking, and occupant unable to manage sail; stranded; towed to safety.
Do.	317.		Kilhyam, str.			Piloted to sea with 2 steamers in tow, no licensed pilot being available.
Apr. 24.	Itasca.	San Juan, P. R.	Eagle, slip	18	53	Beached outside harbor entrance and in danger of going ashore; towed inside and anchored.
Do.	45.		Henry G. Barrett, sch.	1,807	10	Badly damaged in collision; went to Nantucket and sent telegram to owners asking for towing vessel.
Do.	239.	2 miles NW.	Van D., m. b.	10	4	Out of fuel; adrift; picked up and towed to station.
Do.	318.	15 miles W.	Coronado, str.	578	24	On fire; passed along radio message calling for tug and fireboat, then put out to vessel, finding her in tow of steamer Hoquiam.

Miscellaneous assistance—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1917.								
Apr. 25.	14.	1½ miles SSE.	Nora B. Robinson, m. b.	13	Fish.	6		Dressed injury of man on board and carried him to hospital at Portsmouth, N. H.
Do.	100.							Found body of man on beach and turned it over to coroner.
Do.	239.	14 miles SE.						Recovered body of drowned man and sent it to morgue.
Do.	253.	½ mile SW.	—, row boat.			1	1	Swamped in breakers; picked up man and boat and took them to station; succor and clothing afforded.
Do.	254.		Unknown str.					Heading for shore in snowstorm; warned off by Coston signal.
Apr. 26.	47.							Delivered message to neighbor announcing death of relative.
Do.	313.	1 mile S by W.	Mirene, m. b.	46	Merchandise.	5		Convoyed in over bar.
Do.	317.							Carried sick woman to hospital on stretcher.
Apr. 27.	140.		Unknown str.					Warned away from shoals by Coston signal.
Do.	247.	1 mile N.	Don, m. b.			2		Helped launch boat and towed it to dock.
Do.	247.	1 mile N.	—, skiff.					Adrift; picked up and returned to owner.
Do.	255.	8 miles N.	George E., m. b.					Capsized while being launched; righted and launched.
Apr. 28.	7.	9 miles SE.	Saine boat.					Filled and capsized while in tow of schooner; helped right boat and get schooner under way.
Do.	89.	½ mile S.	Pilot, m. b.			2	2	Unable to find way to shelter; piloted in; occupants sheltered overnight; gasoline furnished.
Do.	189.	1 mile SW.	—, skiff.			3	3	Boat unable to carry sail in fresh wind; towed to station and occupants (boys) given dry clothing and taken home.
Do.	236.	2 miles SW.						Recovered body of drowned man and turned it over to coroner.
Do.	255.	6 miles SSW.	G. J. Grammar, str.	4, 471	Coal.	26		Stranded; carried master to Cheboygan to wire for wrecking tug; vessel released by tug.
Apr. 29.	4.							Went to Crumple Island to find a doctor and notify him he was wanted in Jonesport, Me.
Do.	82.	4 miles W.						Put out grass fire that threatened some cottages.
Do.	247.		G. W. French, str.	3, 883				Took injured man off vessel and carried him to a physician.
Apr. 30.	165.	2 miles NE.	Unknown str.					Warned away from shoals by Coston signal.
Do.	179.	5 miles NE.	Edward B. Winslow, sch.	3, 424		15		Bound from Barcelona, Spain, to Newport News, Va.; hoisted station; brought messages ashore for master.
May 1.	284.	2 miles S.	J. V. Taylor, sch.	199		6		Put master and 3 sailors on board in rough weather.
Do.	285.							Took body of woman suicide from the water and turned it over to coroner.
May 1-2.	247.	1 mile E.						Made several trips to and from lighthouse pier in rough weather, transporting light keeper.
May 2.	30.	2 miles E.	Steinstadt, Nor. str.					Put pilot on board.

Do.	311.	500 feet S.							House on fire; flames extinguished before much damage was done.
May 3.	Mackinac.	St. Marys River						2	Adrift; engine disabled; taken ashore.
Do.	139.	1 mile WNW						2	Leaking; hauled out so repairs could be made.
Do.	222.								Directed customs officers to place where 110 gallons of alcohol were hidden, and identified man who were trying to dispose of it.
May 4.	241.	1 mile E.							Pounding heavily on shore in high sea; hauled out on beach.
Do.	283.	1 mile N.							Hauled automobile out of sand and water.
May 5.	24.	1 mile E.							Moored in dangerous position; hauled up on beach.
Do.	44.	1 mile NW.						1	Insurely moored; ran out anchor and made safe.
Do.	75.	1 mile W.							Left on surf shore unsecured; hauled out of water.
Do.	134.	300 yards NE.							A apartment house on fire; summoned fire department and helped put fire out.
Do.	241.	200 yards NW.							Dock and warehouse carried away by high sea; much freight stored in building recovered from water.
May 5-6.	249 and 250.	28 miles W. station 249.				2,380		23	Stranded on reef; crews of stations 249 and 250 proceeded 18 and 28 miles, respectively, to vessel; carried dispatches ashore; vessel total loss.
May 6.	25.	Near station							Dragged anchors in gale; went aboard and put out second anchor, which held.
May 7.	1.	10 miles E.				149	Piling.	5	Filled and capsized; helped run line to tug that pulled vessel clear and towed her into port.
Do.	83.	3 miles W.				26		2	Parted chain and went ashore; dug trench under vessel and assisted in floating her at high tide.
Do.	247.	60 rods E.						3	Struck obstruction and broke propeller; furnished facilities for making repairs.
Do.	274.	1 mile E.							Found body of man in surf and turned it over to coroner.
Do.	310.	15 miles SW.							Sent tug out to tow vessel in over Columbia River Bar.
May 8.	130.	1 mile NW.						4	Out of gasoline; procured supply on shore and delivered it to boat.
May 9.	273.	1 mile N.							Recovered body of man from water and turned it over to coroner.
Do.	284.	7 miles NW.						2	Recovered body of woman who had drowned herself.
May 10.	Scout.								Caught trying to smuggle 731 quarts of liquor from British Columbia to U. S.; took boatmen in custody and handed men, boat, and liquor over to United States marshal at Seattle.
Do.	81.	3½ miles NW.							Broke adrift in heavy gale; picked up and held for owner.
Do.	150.	1½ miles SSE.				264	Wood.	6	Helped vessel get to clear offing, where she could safely anchor.
Do.	232.	1 mile SW.						5	Towed to place of safety.
Do.	304.	1 mile S.						2	Engine disabled; towed to boat club.
Do.	309.								Recovered from water and held for claimant barrel containing 150 gallons of gasoline.
May 11.	108.	1½ miles W.							Broke adrift and stranded; made fast in sheltered place.
Do.	123.	600 yards ENE.						4	Ran on beach with centerboard down, tearing out well and causing leak; made temporary repairs and towed boat to sheltered water.

Miscellaneous assistance—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1917								
May 11.....	152.....	1 mile SSW.....	Four Brothers, slip.....	7	Clams.....	3		Mistook channel; stranded; floated on rise of tide. Warned away from beach by Coston signal.
Do.....	309.....	5 miles SW.....	Unknown str.....					Recovered gilt net lost in surf.
Do.....	310.....	7 miles WNW.....						Do.
Do.....	310.....	6 miles WSW.....						Do.
Do.....	311.....	500 yards NW.....	Flyer, m. b.....	2	Oysters.....	2		Engine disabled; boarded boat and set engine running. Stranded; pulled off and towed to dock; vessel's boat recovered also.
May 12.....	89.....	1 mile NE.....	Rebecca M., m. b.....	15				Engine disabled; anchored boat and landed occupants. Light keeper unable to get to light on account of ice; landed him on lighthouse crib.
Do.....	90.....	3 miles S.....	Bird, m. b.....			4		Helped recover body of man from Kinnickinnic River. Recovered 65 crab nets, lost in high sea.
Do.....	235.....	4 1/2 miles SSW.....						Boat and net afloat of a snag; pulled clear.
Do.....	284.....	3 1/2 miles SW.....						Engine disabled; towed 15 miles to Savannah.
Do.....	307.....	4 miles WSW.....	..... m. b.....	5		2		Furnished information to lighthouse official as to depth of water and position of buoys in Townsend Inlet.
Do.....	310.....	4 miles SSW.....	Annie A., m. b.....			5		Warned away from shoals by code signal. Towed vessel to coal treacle so she could land her cargo.
May 13.....	Twbee.....	Dafuski Island.....						Engine disabled out in lake; raised anchor, and stood by while private boat towed launch 2 1/2 miles to Cheboygan.
Do.....	130.....							Do.
Do.....	163.....	2 miles ESE.....	Unknown str.....					Put out grass and brush fire that threatened some buildings.
Do.....	232.....	1 mile SW.....	Birdie Calkins, Br sch.....	500				Recovered body of man who had drowned himself. Picked up and carried to hospital a man who had fallen over a cliff and broken his ankle.
Do.....	255.....	15 miles E. by N.....	Welcome, m. b.....	13	Fish.....	2		Carried fish round inspector on his rounds. Put out fire in woodpile thereby saving 2 or more houses nearby.
Do.....	255.....	15 miles N. by E.....		14	do.....	2		Carried fish round inspector on his rounds. Delivered official message on board Lighthouse Service vessel Tulip.
Do.....	268.....	75 yards SE.....	Castanet, m. b.....					Out of fuel; towed to station and supply furnished. Shaft broken; stranded; towed to station wharf and made repairs.
Do.....	276.....	2 miles W.....	Vera, m. b.....					Lost propeller in ice; went to vessel on tug, which towed her inside breakwater; service crew then towed her to shipyard.
Do.....	324.....	2 miles NE.....	Dadera, m. b.....					
May 12-14.....	113.....	1 mile NE.....						
May 14.....	14.....		Chester, catboat.....		Fish.....	5		
Do.....	119.....	3 miles S.....						
Do.....	125.....	1 1/2 miles W.....						
Do.....	192.....	1 mile SW.....						
Do.....	204.....	2 miles W.....						
Do.....	235.....							

Do.	283.	1 mile W.							Recovered body of drowned boy; resuscitation attempted.
Do.	325.	1½ miles S	Primrose, m. b.	13	Miscellaneous	3	3		Engine disabled; stranded; tried ineffectually to float vessel, crew scoured.
May 15.		St. Marks River.	Ferrow, m. b.		Wood				Ran on reef; pulled off.
Do.	4.	2½ miles NW.	—, m. b.			1			Engine disabled; towed to Jonesport, Me.
Do.	24.	½ mile NW.	Rose A., m. b.			1			Dragged anchor in gate; secured sail and paid out more rope, making boat safe.
Do.	168.	1 mile E	Unknown str.						Warned away from beach by code signal.
Do.	239.	4 miles NW							Brought ashore from waterworks crib and sent to hospital a workman who had been injured.
May 15-16.		New York.	Princess Irene, Ger. str.	12,000					Assisted in putting out fire on board vessel.
May 16.	14.								Helped load household goods on boat, and towed it to Portsmouth, N. H.
Do.	125.								House on fire; flames got under control by time fire company arrived.
Do.	180.	1 mile NW	—, m. b.	10		6			Batches dead; towed to Atlantic, N. C.
Do.	232.	1 mile SW	—, m. b., and scow.						Unable to handle tow on account of strong current; towed scow to a dock.
Do.	222.	1 mile SW	—, scow.		Coal				Boatwrights and men went adrift; towed back to ship.
Do.	251.								Assisted in protecting farm buildings in great danger of fire.
Do.	258.	5 miles SE.	—, skiff.						Capsized while out in lake fishing; all 3 occupants drowned; bodies recovered.
Do.	280.	1½ miles NE.	Thetis, m. b.			2			Engine disabled; towed to slip.
Do.	284.	1 mile SW							With tackle and hawser recovered wagon that had gone over bank into 11 feet of water.
May 16-17.	256.	4½ miles ESE.	George T. Baker, str.	7,210	Iron ore.		32		Stranded in smoky weather; landed mate, sent off messages, and ran lines for vessel that pulled steamer adrift.
May 17.	54 and 55.	3 miles NE., station 55.	Cormorant, str.	150	Coal				Boiler disabled; adrift; sent call for tug.
Do.	119.								Carried fish pound inspector on his rounds.
Do.	120.								Do.
Do.	121.						7		Do.
Do.	122.	2 miles ESE.	—, m. b.						Recovered body of soldier drowned while in bathing; resuscitation attempted.
Do.	161.	400 yards E.							Towed from breaker water to inner harbor.
Do.	244.	1 mile W	Advance, bge.	438	Stone	4			Do.
Do.	264.	1 mile W	Swift, scow		do.	2			Do.
Do.	310 and 311.		—, bge.						Barge laying cable for Weather Bureau; towed over sand bar.
Do.	322.	2½ miles E.	California, m. b.	34		8			Engine disabled; boarded boat and set engine running.
May 18.	110.	1 mile W.							Pulled horse out of mud with block and tackle.
Do.	132.								Carried fish pound inspector on his rounds.
Do.	311.								Transported employee of Weather Bureau engaged in laying submarine cable.
Do.	132.								Carried fish pound inspector on his rounds.
May 19.	146.								Assisted in putting out fire in 2 small buildings.
Do.	165.	2 miles ENE.	Unknown str.						Do.
Do.	166.	1½ miles E	do.						Warned away from shoals by code signal.
Do.	166.	1 mile ENE.							Warned away from beach by Coston signal.

Miscellaneous assistance—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo	Persons on board.	Persons succored.	Remarks.
1917.								
May 19.	167.	1 mile NE.	Unknown str.					Warned away from beach by Coston signal.
Do.	168.		do.					Twice in one night warned away from beach by Coston signal.
Do.	239.	Harbor entrance.	—, rowboat.			2		Unable to make headway against wind; picked up and taken to station.
Do.	255.	2½ miles S.	City of Mackinac II, str.	1,749				Warned away from reef by ringing bell and firing gun.
Do.	279.	2½ miles N.	—, rowboat.					Drifting in lake; picked up and restored to owner.
Do.	286.	—, rowboat.	—, rowboat.					Went adrift in signal; picked up and moored.
Do.	289.	1½ miles WSW.	—, rowboat.					Lightning set garage on fire, endangering village; checked fire until change in wind prevented it from doing further damage.
Do.	304.	½ mile S.	—, raft.					Went adrift; recovered and held for claimant.
May 20.	Apache and 161.	½ miles N.	Ardmore, str.	7,129	Crude petrol- eum.	36		Stranded; ran lawser; vessel discharged part of cargo and floated.
Do.	29.	1½ miles NW.						Dangerous fire in dyke meadows; beach property threatened; assisted in getting situation under control by back-firing.
Do.	29.	½ mile N.						Gave first-aid to man seriously ill of indigestion.
Do.	292.	—, rowboat.	—, rowboat.					Pulled automobile out of sand in surf.
Do.	286.	—, rowboat.	—, rowboat.					Adrift; picked up and moored.
Do.	304.	½ mile SW.	—, ywl.					Parted moorings and went adrift; towed to station and held for claimant.
May 21.	311.	4 miles NW.	—, m. b.			2		Fish net adrift of large drifting tree; cleared net and beached tree.
May 22.	Comanche.	Bolivar Roads.	Indian, Br. str.	9,122	General	57		Stranded; assisted in operations that finally floated vessel.
Do.	11.	1½ miles N.	—, m. b.			2		Out of fuel; carried supply out to boat.
Do.	166 and 167.	1½ miles SSE. station 166.	Glitterdine, Nor. str.	3,223		27		Set ashore by current in fog; planted anchor and vessel floated when tide rose.
Do.	232.	1 mile SW.	Derrick			5		Damaged in high wind; ran line and otherwise assisted tug in floating vessel.
Do.	285.	½ mile NNW.	Two scows.		Coal.			Broke away from tug and went on breakwater; ran line to tug and helped get scows to pier.
Do.	238.	500 feet SE.	—, ywl.					Ice house on fire; assisted harbor tug in putting fire out.
Do.	247.	80 rods E.	—, ywl.			2		Broke out while rowing out to steamer; towed to vessel.
Do.	247.	60 rods E.	Josephine, m. b.					Parted line; pounding against another boat; safely moored.
Do.	304.	2 miles SE.	—, rowboat.					Drifted away from beach; hauled up on shore.
Do.	310.	8 miles WNW.	—, m. b.					Recovered gill net from surf.
May 23.	14.	At station.				3		Out of fuel; supply loaned.

Miscellaneous assistance—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1917.								
June 3.....	30.....	3 miles E. by S.....	Skulda, Nor. str.....	1,100	Sisal			Put pilot on board vessel.
Do.....	34.....	3 miles NE.....	—, m. b.....			3	3	Notified Lighthouse Service of failure of light to burn. Engine disabled; occupants in need of food and water; took party ashore and fed them and sent call for towboat.
Do.....	92.....	2 miles SW.....	Unknown str.....					Warned away from Diamond Shoals by code signal. Recovered body of man drowned by falling overboard from steamer.
Do.....	184.....	3 miles SSW.....	Valley Belle, str. (and showboat Sunny South).	79		29		Steamer and tow unable to get up river over Falls of the Ohio; piloted up on Kentucky side.
Do.....	239.....	2 miles SE.....	Sam. C Mengel, m. b.....					Delivered message to boat as it passed station. Warned away from shoals by code signal.
June 4.....	9.....	S. 4 W.....	Unknown str.....	915				Warned away from shore by Coast signal.
Do.....	165.....	1 1/2 miles ENE.....	do.....					Carried ashore from vessel for medical treatment an oiler who had lost part of two fingers in machinery.
Do.....	208.....	1 1/2 miles E.....	—, slip.....					Unable to return ashore on account of rough sea; towed to safety.
Do.....	233.....	1 mile NE.....	—, m. b.....			2		Engine disabled; taken to station, where repairs were made.
Do.....	279.....	3 miles E.....	—, m. b.....			2		Helped get automobile out of the sand. Recovered body of man drowned by falling out of row-boat; resuscitation attempted.
Do.....	316.....	1 mile W.....	Windsor, str.....					Helped light fire, saving cottage and several stores.
June 5.....	202.....	2 miles SW.....	Thelma, m. b.....	1,688		1		Carried fish round inspector on his rounds.
Do.....	239.....	1 mile SE.....	—, skiff.....					Answering vessel's signals, went out and piloted her into harbor in heavy fog.
June 6.....	132.....	1 mile NE.....	J. V. Taylor, sch.....					Out of gasoline; boat on beach and in danger of going to pieces; towed to station.
Do.....	223.....	2 1/2 miles W.....	—, slip.....	199	Lumber	4		Adrift; picked up and held for claimant.
Do.....	271.....	Milwaukee Bay.....	—, skiff.....					Dragged mooring in gale; hauled out on beach.
Do.....	284.....	1 mile NE.....	J. V. Taylor, sch.....					Last sails and deck load in gale; leaking and unmanage-able; called tug and assisted in getting vessel into harbor.
Do.....	286.....	8 miles S.....	Rvar, Nor. str.....	1,254	Sisal			Put pilot on board inbound steamer.
Do.....	30.....	3 miles E.....	Cinchona, slip.....	10	Fish	2		Stranded in fog; landed master to enable him to sell cargo; vessel floated on rise of tide.
June 7.....	60.....	3 miles S.....	Ossian Bedell, str.....	296		86		Rudder broken; went to vessel and stood by while tug towed her to port.
Do.....	263.....	2 miles W.....	Sparrowhawk, ywl.....					Dragging anchors; towed to safe anchorage.
June 8.....	25.....	1 mile W.....						

Do.	107								Ran car of self automobile list, taking him to his home.
June 9.	26								Assisted in the apprehension of 3 lobster thieves and their coaction in court.
Do.	247		Lusitania, m. b.				3		Struck obstruction and bent shaft; furnished facilities for raising stern for making repairs.
June 10.	25		1 mile E.						Recovered body of man from water and turned it over to authorities.
Do.	88		1/2 mile NE.				6	6	Stranded; assisted in pulling vessel aloft; succor afforded.
Do.	91 and 92		14 miles S. Meadow Island		Nemesiss, P. 343, m. b.	10			Photod Naval Reserve launch and auxiliary sloop from Bath Beach to Bay Shore, N. Y.
Do.	132		1 mile SE. station 91		High Ball, m. b.		5		Engine disabled while crossing Licerford Bar; ran line to private boat that towed Electra to safety; also recovered launch's anchor and cable.
Do.			14 miles S.		Electra, m. b.	14	40		Fought forest fire that threatened some houses.
Do.	204		3 miles S		_____ rowboat		1		Junk dealer with cargo from Kelleys Island became frightened and beached his boat; helped land junk and hauled it up on shore.
Do.	241		1/2 mile W						Put sheriff and doctor on board launch to investigate case of suicide.
Do.	306		14 miles W		Crab, m. b.				Warned away from shore by Coston signal.
June 11.	40		2 miles S.		Unknown str.				Released man caught beneath wheel of loaded dray and leg broken; assisted doctor in setting leg.
Do.	60		5 miles SE.						Engine disabled; towed to safe place in harbor.
Do.	279		1 mile N		Eda, m. b.		2		Assisted United States engineers in survey of Coquille River and bar.
Do.	317								Carried light keeper 4 miles out in lake to repair light buoy.
June 12.	252								Assisted United States engineers in survey of Coquille River Bar.
Do.	317								Warned away from shore by Coston signal.
June 13.	39		2 miles SE.		Unknown str.				Ran on submerged breakwater; took off 11 persons by boat; ran line, and tug pulled vessel off.
Do.	280		1 mile E.		Clarinda, m. b.	76	24		Parted moorings and went ashore; pulled off and towed to dock.
Do.	304		1 mile SE.		Assoun, m. b.			3	Ran on sandbar; landed master to enable him to engage tug.
Do.	304		12 miles SW		Tempest, str.	14			Capsized; picked up boatman and bailed out boat.
June 14.	304		200 feet SW		Racing shell		1		Blown ashore in a squall; succored occupant and towed boat to Morehead City.
June 14-15.	191		14 miles NW		_____, skiff		1	1	Warned away from shore by Coston signal.
Do.									Do.
June 15.	21		2 miles N		Unknown str.				Pulled automobile out of sand.
Do.	40		1 mile E.		do.				Took soundings for United States engineers.
Do.	41		1 mile NE.		Steamer, and 2 bges.				Stranded in fog; took soundings; transmitted messages;
Do.	202		1 mile S.						transported officers of vessel, ran lines for tug, etc.; still on rocks July 11.
Do.	312								
Do.	317		22 miles S.		Sinaloa, Nor. str.	1,648	20		

Miscellaneous assistance—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction has reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons sub-coored.	Remarks.
1917.								
June 15-16.	130.	8 miles S.	Unknown slip.					Carried fish pound inspector on his rounds.
Do.	308.	4.	Westerner, str.	601	Lumber.	1		Unable to find way in fog; towed to sheltered water.
Do.	310-311.	5½ miles S. station 110.	Unknown str.			17		Struck jetty in fog, damaging bottom and becoming waterlogged; took off 10 of crew and assisted steamer Waukeena in floating vessel.
June 16.	166.	1½ miles E.	Myrtle, m. b.					Warned away from shoals by code signals.
Do.	168.	1 mile E.	Unknown str.					Do.
Do.	209.	300 yards NE.	Unknown str.			3		Out of gasoline; supply furnished.
Do.	280.	1 mile W.	Myrtle, m. b.			7		Out of fuel; towed to place where supply could be obtained.
Do.	281.	1 mile SE.	Flyer, m. b.					Engine disabled; taken in tow until repairs were made, then cast off.
Do.	305.	1 mile W.	Nora B. Robinson, m. b.	13		2		Engine disabled; made repairs and sent boat on way.
June 17.	23.	3½ miles N. by E.	Unknown str.			6		Went adrift from motor boat; picked up and returned to owner.
Do.	89.	2 miles NW.	Unknown str.			7		Brought ashore 22 persons who were landed on break-water and left there by tug.
Do.	269.	1½ miles NE.	Unknown str.			2		Out of fuel; stranded; pulled off and towed to port.
Do.	280.	6 miles SW.	Unknown str.					Carried fish pound inspector on his rounds.
Do.	282.	3 miles N.	Marguerite, m. b.			4		Manned by three small boys, capsized; boys rescued by outsider; righted and bailed sloop out.
June 18-18.	123.	5 miles S.	Bandit, slip.			3		Capsized; occupant rescued by outsider; canoe recovered by members of station crew.
June 18.	284.	1 mile SE.	Unknown str.			1		Picked up 31 logs that had broken adrift from boom.
Do.	304.	1 mile SE.	Unknown str.					Recovered body of man from water and turned it over to undertaker.
June 19.	9.	1 mile N.	Gypsy, m. b.					Worked automobile out of the sand.
Do.	16.	1 mile N.	Gypsy, m. b.			6		On fire; towed into shoal water and attempted to extinguish flames; vessel destroyed.
Do.	24.	1 mile NNE.	Captain Jean, m. b.			1		Engine disabled; towed to mooring in Erie Canal.
Do.	25.	1 mile N.	Unknown str.					Carried fish pound inspector on his rounds.
June 18-21.	113.	8 miles NE.	Charles					Blew up spar attached to submerged wreckage.
June 21.	Gresham.	Charles	B. B. W., m. b.	41	General.	3		Stranded in fog, stoving hole in bottom; repaired damage by patching with canvas.
Do.	4.	7 miles W. by N.	Catherine, sch.	159		23		Stranded in fog; pulled afloat undamaged.
Do.	8.	5½ miles N. by W.	Henry R. Wheeler, str.	49		5		Engine disabled; notified owners, who sent tug to vessel.
Do.	97.	1 mile W.						

PLATE XII.



RECOVERY OF DERELICTS.

Schooner "Carrie Strong," picked up by "Tallapoosa."



Do.	135	1 mile WSW	3 skiffs	City of Glasgow, bge.	938	Stone	2	Helped recover 3 Navy skiffs that had gone adrift. Founding against dock; taken to safe mooring. Leaking and about to sink; sent tug to vessel which towed her to safety.
Do.	247	40 rods E.	m. b.					Recovered seine that had fouled an old wreck. Engine disabled; towed to slip.
Do.	284	1 mile S.	City of Glasgow, bge.				1	Sent call for surgeon to go off to vessel outside Columbia River Bar to attend man who had tried to commit suicide.
Do.	294	1 mile NW	m. b.	Unknown str.				Carried keeper of Desdemona Sands Light out to his station.
Do.	304	10 miles SSW					2	Stranded on island, leaving occupants marooned; ran lines and took people off and when boat floated late in day towed it to a safe mooring.
Do.	310							Man came to station with injured hand; dressed wound.
Do.	311	2 miles SW						Warned away from shore by Coston signal.
June 22	14	1 mile W	Ariel, m. b.					Engine stopped by boarding seas; picked up; engine set going.
Do.	20						2	Broken shaft; out in lake; towed to harbor.
Do.	40	3 miles NE	Unknown str.				5	Engine disabled; picked up by tug and turned over to station crew.
Do.	89	2 miles E.	Edna B., m. b.					Out of fuel; towed to mooring.
Do.	222	3 miles N.	Welcome, m. b.	13			3	Out of fuel; towed to a dock.
Do.	255	10 miles E.						Recovered body of drowned bather and turned it over to undertaker.
Do.	257	1 mile E.	J. McCann, m. b.				3	Engine disabled; towed to Morehead City, N. C.
Do.	264	1 mile SW	Go-easy Mable, m. b.				2	Boat drifted away, leaving men on breakwater; brought men ashore and recovered boat.
Do.	276	7 miles E.					32	Parted moorings and went adrift; towed to landing. Delivered message to inward-bound vessel, telling her where to dock.
June 23	191	1 mile NE	E. C. B., jr., m. b.				50	Engine disabled; landed 40 passengers; vessel's crew made port after they had set engine running.
Do.	274	1 mile NW	1 skiff				2	Engine disabled; towed to moorings.
Do.	283	1 mile W	Alice, str.	15				Found man on beach who had been assaulted and robbed; dressed his injuries and gave him restoratives and food.
June 24	30	4 miles E. by N.	Chippewa, str.	2,696	Sisal.			Recovered body of drowned man and sent it to morgue. Engine disabled; towed to yacht club.
Do.	89	2 miles E.	Salem, m. b.	13			1	Engine disabled; towed to moorings at yacht club.
Do.	236	500 feet SW	Lacour, m. b.	5				Cut rope halter and saved a horse, down in stall and about to choke to death.
Do.	237	100 yards SW					2	Dressed into shoal water during a squall; hove aloft and directed to safe anchorage.
Do.	239	1 mile NE					10	Sent call for tug to tow schooner in over Columbia River Bar.
June 25	25	1 mile S.	m. b.					
Do.	236	1 mile SW	m. b.					
Do.	241	200 feet E.						
Do.	267	14 miles SE.	Huntress, m. b.	6				
Do.	310	15 miles WSW	Expansion, sch.	545				

Miscellaneous assistance—Continued.

Date.	Name of cutter or No. of station.	Place (distance and direction, has reference to station).	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons on succored.	Remarks.
1917. June 25.	311.	1/2 mile NE.	Margaret, str.	1,613	Lumber.	18		Fire started in engine room 2 days at sea en route to China; towed back to port by steamer Atlas; carried mate to Flavel, Ore.; to communicate with owners and obtain help to put fire out; also assisted in work of extinguishing blaze.
Do.	311.	do.	Fish boat, m. b.		Fishing gear.	1		Dragged anchor; hoisted up and towed to safe anchorage.
June 26.	25.	Near station.	Dora II, m. b.					Engine disabled; towed to yacht club.
Do.	48.		—, m. b.					Carried to her mother a child taken sick while absent from home.
Do.	97.	1 1/2 miles WNW.	—, m. b.			3		Out of fuel; furnished supply sufficient to carry boat to place where it could be obtained.
Do.	226.	1/2 mile WNW.	Mildred, m. b.			4		Engine disabled; towed to dock.
Do.	226.	1/2 mile SW.	—, m. b.			3		Do.
Do.	255.	1 1/2 miles WSW.	—, m. b.					Carried a man by boat to Cheboygan for medical treatment.
June 27.	25.	1/2 mile W.	Santa Claus, m. b.			1		Dragged anchors; towed to safe anchorage.
Do.	80.	1/2 mile W.						Fire started by explosion of gasoline; burned 2 cottages; 2 nearby cottages saved by efforts of station crew.
Do.	217.	5 1/2 miles SW.						Recovered body of small boy, 1 of 4 boys drowned from capsized skiff.
Do.	227.	300 yards W.						Gave first aid to boy who had cut his foot on a piece of glass, and called doctor to take charge of him.
Do.	304.	200 yards S.	Midgett, m. b.			4		Engine disabled; furnished facilities at station for hoisting boat out of water to make repairs.
Do.	307.	3 miles S.						Carried to hospital by boat a woman who had been thrown from a horse and badly injured.
June 28.	222.	500 feet E.	Lizzie Metzner, sch.	130				On fire; called fire department and assisted in extinguishing blaze after 2 hours work.
June 29.	Mackinac.	St. Marys River.	Iris, m. b.			4		Engine disabled; towed to boathouse.
Do.	255.	do.	—, m. b.			1		Engine disabled; afloat; towed to dock.
Do.	255.	1/2 mile NE.						Assisted in floating piano on a wagon.
Do.	255.	1/2 mile SW.						Recovered body of small boy drowned while fishing; resuscitation attempted.
June 29-30.	23.	2 miles SW. by W.	No. 25, scow.					Parted towline in strong wind and sea and stranded; an engine and otherwise assisted in efforts made to float scow.
Do.	23.	do.	E-23, scow.					Do.

June 30.....	5.	3 miles NW.	Ethel M., m. b.	Recovered spray hood lost from boat in squall.
Do.....	20.	$\frac{1}{2}$ mile E.....	....., m. b.	Engine disabled; picked up by fishing steamer and turned over to station crew, who towed boat into Merrimac River.
Do.....	91.	1 mile E.....	Agnes E., m. b.	Engine disabled; feed pipe choked by sediment; helped clear obstruction and piloted boat to safe water.
Do.....	233.	14 miles N.....	Betty, m. b.	Engine disabled in lake; towed to harbor.
Do.....	263.			Recovered body of drowned man.
Do.....	274.	2 miles NE.....	....., canoe.	Picked up drifting canoe and restored it to owner.
Do.....	284.	4 miles SW.....	Christopher Columbus, str.	Unmanageable in river current; collided with water tower 122 feet high, containing 25,000 gallons of water, bringing tower and tank down on pilot house and decks of steamer, killing and drowning 16 persons, including some women; worked 25 hours dragging for bodies and clearing up wreckage, etc.; 4 bodies recovered and 1 injured man picked up.
Grand total.				496
				6,262

Summary of derelict operations, fiscal year 1917.

Date.	Cutter.	Name or description of derelict or obstruction.	Where found.	Duration of operation.		Disposition of derelict or obstruction.	Value if recovered.	Remarks.
				Time under way.	Miles cruised.			
1916 July 13-18.	Tallapoosa.	Carrie Strong, sch.	Lat. 26° 12', long. 85° 31'.	Hours, 169.25	588.4	Towed to Dry Tortugas.		Found bottom up; stern, cabin, and after part of deck gone; spars and rigging hanging by head gear; barely awash and in path of vessels; spars cleared away by mine; towed with great difficulty to Dry Tortugas and beached. Projecting out of water at angle of 20°, held down by rigging; broken off 50 feet below projecting ends; spars towed to port.
Aug. 3.	Tampa.	Two lower masts.	Lat. 37° 23', long. 75° 21'.	24.00	47.2	Blown up.		30 feet of barge; nearly submerged; completely destroyed by gunboat mines.
Oct. 21.	Mohawk.	After end of barge.	Lat. 39° 39', long. 73° 39'.	5.35	41.0	do.		Adrift in path of navigation; towed 18 miles to Seah Bay and left at station 306 to be held for clearance.
Oct. 25.	Unalga.	7-ton scow.	Straits of Juan de Fuca.	12.00	81.8	Towed to station 306.		Derelict vessel of 707 tons, waterlogged; all masts gone, bow stove in; decks gave way under pressure of cargo of lumber and vessel sank to 23 fathoms; blown up.
Oct. 28.	Seminole.	T. W. Dunn, sch.	Lat. 34° 55', long. 75° 35'.	58.25	402.0	Sank while in tow; blown up.		Derelict; dismasted; waterlogged; rigging and sails alongside; taken to Key West; vessel's crew rescued by British steamer Nov. 25.
Dec. 1-3.	Tampa.	Rena A. Murphy, sch.	Straits of Florida.	45.00	177.4	Towed to Key West.		Mast projecting from sunken schooner barge Fun-Hamock; cut rigging holding mast; towed mast ashore and turned it over to station 117 to be beached.
Dec. 8.	Seneca.	Mast.	Off Beach Haven, N. J.	9.50	71.7	Towed ashore.		Barge away from tug while in tow for New York; stood by in gale for day and night; towed vessel 215 miles to Sandy Hook and turned her over to tug.
Dec. 22-26.	do.	Nephthi, Brazilian bge.	Lat. 39° 42', long. 72° 09'.	112.12	427.9	Towed to port.	\$50,000	Vessel of 546 tons; found bottom up with masts and spars alongside; forward part submerged; beached.
1917. Feb. 24-28.	Tallapoosa.	Susie H. Davidson, sch.	Lat. 27° 55', long. 90° 34'.	72.10	583.3	Towed ashore and beached.		Parts of deck, framing, and stern of scow floating awash; dangerous menace to navigation; blown up by mine.
Mar. 8.	Seneca.	Parts of scow.	Lat. 40° 06', long. 73° 31'.	32.40	176.0	Blown up.		After part of barge; 100 feet long; 1 mast standing; decks awash; towed ashore and left aground at Ro-t-away Beach.
Apr. 1-2.	do.	Allentown, bge.	Off Asbury Park, N. J.	17.05	65.0	Beached.		This barge was cut in two in collision with the steamer Coamo, Mar. 31, 1917.

REMOVAL AND DESTRUCTION OF DERELICTS, WRECKS, AND OTHER OBSTRUCTIONS TO NAVIGATION, IN COOPERATION WITH THE WAR DEPARTMENT.

EXTRACTS FROM THE REGULATIONS, UNITED STATES COAST GUARD.

3904. The following instructions shall be observed by the commanding officers of all cutters relative to derelicts, wrecks, etc.:

FLOATING DANGERS.

(a) Derelicts and other floating dangers to navigation wherever found shall be taken to the most convenient port whenever practicable.

(b) Whenever it is not practicable to take a derelict or other floating danger into port, it should be destroyed or beached, extreme care being exercised in each case that such destruction does not leave sunken or floating wreckage of such size or character as to constitute a menace to passing ships. If the derelict or other floating danger is to be destroyed within the navigable waters of the United States and the emergencies of the case permit, the engineer officer in charge of the district shall be communicated with by telegraph or otherwise consulted before final action is taken.

(c) Whenever circumstances make it necessary for a cutter to destroy a derelict or other floating danger to navigation within the navigable waters of the United States, the commanding officer shall at once notify the engineer officer of that district.

SUNKEN OBSTRUCTIONS.

3905. Whenever the commanding officer of a cutter has knowledge of any obstruction to navigation of the character described in sections 19 and 20 of the act of March 3, 1899, in any river, lake, harbor, or canal, or inside a line connecting the headlands of any sound or bay, he shall at once notify the district engineer officer and take no further action except on request of that officer.

3906. When the commanding officer of a cutter has knowledge of any obstruction to navigation of the character described in sections 19 and 20 of the act of March 3, 1899, within the navigable waters of the United States (not being in any river, lake, harbor, or canal, or not inside a line connecting the headlands of any sound or bay) he shall proceed as follows:

(a) If the obstruction does not stop, seriously interfere with, or specially endanger navigation, and immediate removal is not necessary, the commanding officer shall notify the district engineer officer and take no further action except upon the request of that officer.

(b) If the obstruction does stop, seriously interfere with, or specially endanger navigation, and there is not time to communicate with the district engineer officer, the commanding officer is authorized to remove or destroy such obstruction so far as to clear the channel, using his best judgment to prevent any unnecessary injury in the premises. He shall notify the district engineer officer of his action as soon as practicable.

(c) In either of the cases cited in paragraphs a and b of this article the commanding officer shall see that the wreck is properly buoyed or lighted before he leaves it, the details and cost of the same to be reported to the district engineer officer.

3907. Sunken obstructions outside the navigable waters of the United States shall be removed or destroyed by the Coast Guard when deemed practicable.

ASSISTANCE TO DISTRICT ENGINEER OFFICERS.

3908. (1) A division commander is authorized, upon request from a district engineer officer, to direct any vessel of his division to give the latter officer such assistance in the removal of wrecks as may be practicable and mutually agreed upon.

(2) Commanding officers of cutters not attached to a division are authorized, upon request from a district engineer officer, to give the latter such assistance in the removal of wrecks as may be practicable and mutually agreed upon.

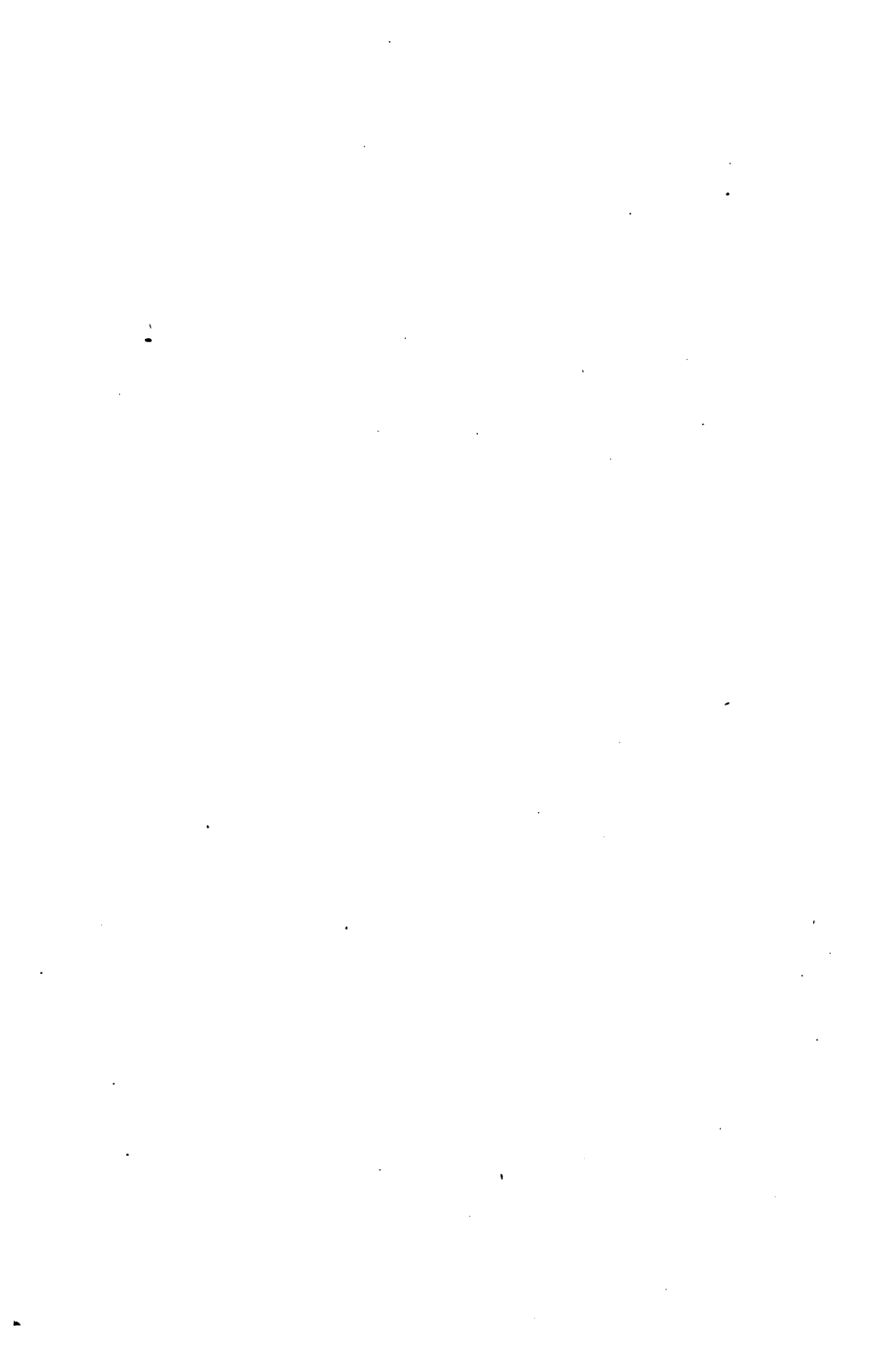
(3) Division commanders and commanding officers are authorized to correspond directly with the district engineer officers on matters concerning the removal of wrecks.

* * * * *

12. Nothing in this order is to be construed as affecting or changing in any way whatever the duties and responsibilities resting upon the commanding officers of all revenue cutters to give assistance to vessels in distress. Whenever a stranded vessel is floated by a cutter, such assistance does not fall within the class of operations comprehended by this order.



REGATTAS AND MARINE PARADES
PATROLLED: 1917



Regattas and marine parades patrolled by the Coast Guard.

Event.	Date.	Place.	Cutter employed.
1916.			
Milwaukee Yacht Club.....	July 1-4.....	Milwaukee, Wis.....	Tuscarora.
New Bedford celebration.....	July 4.....	New Bedford, Mass.....	Acushnet.
Pensacola Yacht and Motor Boat Club.....	do.....	Pensacola, Fla.....	Penrose.
Celebration.....	do.....	Corpus Christi, Tex.....	Comanche.
Do.....	do.....	Morehead City, N. C.....	Seminole.
Do.....	do.....	Elizabeth City, N. C.....	Pamlico.
Mississippi Valley Power Boat Association.....	July 4, 5, 6.....	St. Paul, Minn.....	Lieut. Finlay. ¹
Motor Boat Club.....	July 4.....	Savannah, Ga.....	Tybee.
Hudson River Rowing Association.....	July 8.....	New York, N. Y.....	Manhattan, Guide.
Inter-Lake Yachting Association.....	July 16-21.....	Put in Bay, Ohio.....	Morrill.
Marine parade.....	July 29.....	Atlantic City, N. J.....	Capt. Van Boskerck. ¹
Duluth Boat Club.....	Aug. 11, 12.....	Duluth, Minn.....	Tuscarora.
Old Dominion Boat Club.....	Aug. 12.....	Alexandria, Va.....	Lieut. Anstett. ¹
Thousand Islands Yacht Club.....	Aug. 15, 16, 17.....	Alexandria Bay, N. Y.....	Morrill.
Bensonhurst Yacht Club.....	Aug. 19-20.....	Gravesend Bay, N. Y.....	Vessel of New York division.
Miss Detroit Power Boat Association.....	Sept. 2, 4, 5, 6.....	Detroit, Mich.....	Morrill.
Middle States Rowing Association.....	Sept. 4.....	Washington, D. C.....	Apache.
South Shore Yacht Club.....	do.....	Milwaukee, Wis.....	Tuscarora.
Ohio River regatta.....	do.....	Madison, Ind.....	Lieut. Cornell. ¹
Speed-boat races.....	Sept. 1-4.....	Astoria, Oreg.....	Unalga.
Milwaukee Yacht Club.....	Sept. 11-13.....	Milwaukee, Wis.....	Tuscarora.
Marine parade.....	Sept. 12-15.....	Philadelphia, Pa.....	Seneca, Onondaga.
Sacramento Boat Club.....	Sept. 23.....	Sacramento River.....	Golden Gate.
Columbia Yacht Club.....	do.....	New York, N. Y.....	Mohawk.
Marine pageant in connection with launching of vessel.....	Nov. 15.....	Orange, Tex.....	Comanche.
1917.			
Third annual motor boat regatta.....	Feb. 15, 16, 17.....	Miami, Fla.....	Tampa.
Mardi Gras.....	Feb. 19, 20.....	Mobile, Ala.....	Tallahpoosa.
Do.....	do.....	New Orleans, La.....	Comanche.
Evacuation Day.....	Mar. 17.....	Boston, Mass.....	Gresham, Androscoggin.
St. Petersburg Yacht Club.....	Mar. 27, 28.....	St. Petersburg, Fla.....	Tampa.
Regatta, Universities of California, Stanford and Washington.....	Apr. 14.....	Oakland, Cal.....	Golden Gate.

¹ Officer.



CHARACTERISTIC LETTERS RECEIVED
ACKNOWLEDGING THE SERVICES
OF THE COAST GUARD: 1917



CHARACTERISTIC LETTERS RECEIVED ACKNOWLEDGING THE SERVICES OF THE COAST GUARD, 1917.

PENSACOLA, FLA., July 7, 1916.

Lieut. J. T. CARR,
Second Lieutenant Engineers, United States Coast Guard,
Commanding Cutter "Penrose," Pensacola.

"SHEPHERDESS."

SIR: I do not wish to do anything that will embarrass you in your relations with your own department superiors in Washington, or with your official relations with the crew of the cutter *Penrose*, but I feel obligated to commend you and the crew of the *Penrose* for the valiant assistance rendered to the shipping during the terrific weather conditions prevailing in Pensacola Harbor this week, and especially to the assistance rendered the pilot boat *Shepherdess*. Notwithstanding that your efforts were in urgent and constant demand by other shipping in trouble, we know that your men did all that was possible for us, and can only regret that the wharf finally gave way and the *Shepherdess* fetched up and is now badly damaged.

While you and other members of the *Penrose* may have rendered us and the shipping near by all the assistance you could, I wish to especially commend your wheelman, Walter Westling, and Henry E. Phillips, who I understand is classed as an oiler of the second class.

With sincere congratulations that you were able to keep the *Penrose* afloat in such trying conditions, and again thanking you for your much appreciated assistance, I beg to remain,

Respectfully,

C. B. LANGFORD,
Captain, Watch No. 4.

[Translation of administrator's letter,]

ST. PIERRE, July 8, 1916.

From: The administrator of the establishments of St. Pierre and Miquelon.
To: The Consul of the United States of America, St. Pierre.

MR. CONSUL: I have the honor to inform you that Capt. Charles Satterlee, commanding the American Coast Guard cutter *Tampa*, took on board some sick French fishermen whom he nursed for several days in the course of a cruise on the banks. The state of health of three of them being serious, this officer turned out of his way in order to land these sick men at St. Pierre, where he arrived on July 2.

I have thanked Capt. Satterlee verbally, who only remained here several hours, but I desire to express to you, Mr. Consul, the gratitude of the French authorities for the proof of sympathy given in this instance to our fellow countrymen by an American officer.

Be pleased to accept, Mr. Consul, the assurance of my high esteem.

E. LACHAT.

MOREHEAD CITY, N. C., Aug. 16, 1916.

Capt. DAVE WILLIAMS,
Coast Guard Service,
Keeper Ocracoke Life Saving Station, Ocracoke, N. C.

MY DEAR SIR: I desire to express to you my appreciation for your apt and splendid service in going off in the sound to me and my crew, last Thursday evening, the 10th instant, when we lay helpless in the State boat *Gretchen* with broken engine. It was of considerable importance to me and the State that we get ashore that evening; we had engagements for State work the next day.

I am sure there is no better keeper and crew in the Coast Guard Service than at Ocracoke Life Saving Station.

Kindly remember me to all the boys. Again thanking you for your good service and kindness, I am,
Sincerely yours,

H. L. GIBBS.

BAY POINT, ME., September 16, 1916.

Keeper HARVEY BERRY,
United States Coast Guard, Popham Beach, Me.

DEAR SIR: In behalf of the Bay Point Improvement Association I desire to express our thanks for the prompt aid and valuable assistance rendered by your noble men at the fire which destroyed the Emerson cottage at Bay Point, September 14, 1916.

I am sure your service is appreciated by all property owners, and in fact all those interested in Bay Point are deeply grateful.

Respectfully, yours,

ARTHUR F. SMITH, *President.*

BOSTON, September 25, 1916.

Lieut. LEROY REINBURG,
Commander United States Cutter "Ossipee."

MY DEAR LIEUTENANT: I can not find words to express the gratitude of myself and wife for the services you and your crew rendered us on Saturday morning after the wreck of the *Bay State*, but I can assure you that they will never be forgotten.

The discipline and efficiency shown by your men was indeed a revelation to the 70 unfortunate passengers you rescued, and I regret that the Portland newspapers did not give the credit which was your due.

Personally your kindness and courtesy will ever be remembered, and if at any time I am be of service you have but to call on

Yours truly,

J. HARRY HARTLEY, *Military Editor.*

DEPARTMENT OF COMMERCE,
Washington, September 26, 1916.

The honorable SECRETARY OF THE TREASURY,
Washington, D. C.

SIR: This department desires to express its appreciation and thanks for action of the commanding officer of the Coast Guard cutter *Tampa*, upon the request of the local lighthouse inspector at Charleston, S. C., in searching at sea for the Frying Pan Shoals gas, whistling, and submarine bell buoy, 2A, which was adrift, and in recovering and towing the buoy nearly to Charleston, when it was delivered to a lighthouse tender.

Respectfully,

A. L. THURMAN, *Acting Secretary.*

NEW YORK, October 19, 1916.
CAPT. COMMANDANT, UNITED STATES COAST GUARD,
Washington, D. C.

SIR: We take advantage of this our first opportunity to express to your bureau our appreciation of the splendid service rendered by the Coast Guard steamship *Onondaga* and the officers in command of her to our steamship *Antilla* on fire at sea last week.

In response to our wireless call for help the *Onondaga* proceeded promptly to the assistance of the *Antilla* and rendered most skillful and efficient service, first, in getting the fire under control and, then, in towing her to an anchorage to Lynnhaven Inlet. But for this prompt and efficient service the steamship, with her cargo, would probably have burned at sea and become a total loss.

In this connection we wish to add our grateful acknowledgment of the services rendered by Lieut. Farley, who was in command of the *Onondaga* up to the time of arrival off the Capes of Virginia, and to Capt. Ridgely, who joined the *Onondaga* at the Capes, assumed charge of the expedition at that time and completed the splendid service, bringing the *Antilla* safely to anchor at Lynnhaven Inlet and afterwards towing her to Sewalls Point.

In this connection we desire to communicate direct with Capt. Ridgely and Lieut. Farley and thank them individually for the valuable services rendered. We shall not forward these letters until we receive your permission and approval.

We take this opportunity of expressing to you our appreciation of the admirable services of the Coast Guard in general to the mercantile marine.

Respectfully, yours,

ALFRED GILBERT SMITH.

KEY WEST, FLA., December 4, 1916.

AMERICAN SCHOONER "RENA A. MURPHY."

To the COMMANDING OFFICER OF THE COAST GUARD CUTTER "TAMPA,"

Key West, Fla.

DEAR SIR: On behalf of the master, owner, and underwriters interested in the above ship, I want to express to you their thanks in locating and towing this derelict to port.

This schooner was abandoned on November 28 south-southwest of Tortugas. Aside from the hull and cargo still possessing considerable value, the schooner in her water-logged condition was a serious menace to navigation, and you deserve much credit for the efficient manner in which you so promptly located her and towing her to port.

Very respectfully,

W. R. PORTER.

BALTIMORE, December 16, 1916.

CAPTAIN COMMANDANT UNITED STATES COAST GUARD,

Washington, D. C.

DEAR SIR: Capt. Z. B. Gaskins and Mr. M. G. Wright, owner of the schooner *Ruth Decker*, wish to thank your commander and crew of the revenue cutter *Apache*, and assure you that they appreciate the prompt manner in which this cutter came to the assistance of their schooner *Ruth Decker* when ashore on Little Cove Point, Chesapeake Bay, and pulled the vessel off safely.

Again thanking you, I remain,

Respectfully, yours,

Z. B. GASKINS.

DAVIS, N. C., January 2, 1917.

Capt. F. G. GILLIKIN,

Keeper, Coast Guard Station No. 189, Atlantic, N. C.

DEAR SIR: I feel it my duty to offer you and crew a letter of thanks for your most kind and appreciated assistance rendered me on December 31, 1916, while my motor boat *Mildred* was sunk, loaded with oysters, at Harbor Island, N. C., about 10 miles north-northeast of your station, in a very dangerous position, and will have to say that when I asked you to help me raise my boat you gladly responded. From your kindness and great work I feel it my duty to thank you and crew and also your captain commandant and high officials for the noble service which you have and the proficiency of men in handling the rescue work in the time of need.

I wish to thank you once more for your services, and feel that you and crew deserve much credit for your great work, as it was of much value to me.

Very respectfully,

M. A. DAVIS.

HALIFAX, NOVA SCOTIA, January 27, 1917.

The honorable the SECRETARY OF THE TREASURY,

Washington, United States of America.

DEAR SIR: We have pleasure in writing to inform you that your good ship *Androscoggin*, Commander H. G. Fisher, has rendered valuable assistance to our S. S. *Sable I*, which steamer was short of coal off the Cape Breton coast. Upon wireless request Commander Fisher immediately proceeded to the assistance of the *Sable I*, and notwithstanding rough weather brought the said ship safely into the port of Louisburg. We have not yet seen our Capt. Murley, of the *Sable I*, but from letters received we feel quite sure you have in Commander Fisher a very able and efficient officer. We appreciate very much the services rendered.

Thanking you, we remain,

Yours, faithfully,

FARQUHAR & CO. (LTD.),
J. G. FARQUHAR.

NEW ALBANY, IND., Feb. 3, 1917.

Capt. GILLOOLY,

Care United States Coast Guard Station, Louisville, Ky.

DEAR SIR: This is to assure you that I appreciate the good work done by the crew of the Coast Guard station yesterday evening late in saving E. T. S. barge No. 12 that got away from steamer *Northern* while going out of the head of the canal.

It was not only very cold and severe, but the wind was also very bad, and steamer *Northern* was unable to get hold of the barge after it broke loose.

This barge was 24 by 100 by 6 feet deep and valued on our books at \$1,500. It also had on it at the time some conveyors and machinery that had been taken off of the sand digger while lying in the canal. The conveyors and machinery were worth from \$300 to \$500.

Had it not been for the crew of the Coast Guard station, I realize that more than likely the barge would have been a total wreck. I understand they guided it safely through the chute of the Pennsylvania Bridge and then landed it at the foot of the big eddy. Had it gone through the bridge safely with the wind blowing on the Indiana shore, it might have struck a pier in the K. & I., and had it escaped these piers it might have come on down the Indiana shore at New Albany and been blown into some fleet or steamboat and not only destroyed itself but probably the barges or boat that it drifted into.

I am certainly sorry to hear that part of the crew had the misfortune to freeze their feet and also their fingers, and if there is anything I can do in the way of assisting them or to show you that we appreciate their good work I shall be very glad to hear from you or reciprocate at any time in the future when my boat can be of any assistance to you.

Yours, respectfully,

E. T. SLIDER.

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ROCKLAND, ME., February 5, 1917.

CAPTAIN OF THE CUTTER "ACUSHNET,"

New Bedford, Mass.

DEAR SIR: This company is in receipt of a wire from Vineyard Haven to the effect that the tug *Eugene Hughes*, having our barge No. 7 in tow, dropped her off Handkerchief yesterday, in a northwesterly gale, and that the *Acushnet* picked her up and towed her safely to Woods Hole.

We are not yet in receipt of further details, but desire to express our appreciation for the promptness and efficiency with which the cutter in your command rendered this signal service.

Very truly, yours,

ROCKLAND & ROCKPORT LIME CO.,
By H. A. BUFFUM.

SAN JUAN, P. R., February 6, 1917.

From: The Adjutant.

To: The Commanding Officer United States Coast Guard cutter *Itasca*.

Subject: Rescue of drowning soldiers.

Your promptness in responding to our call for aid and the efforts of your subordinates to rescue our men on the morning of the 3d instant are duly appreciated by all.

I am directed by the commanding officer to communicate to you, in behalf of the regiment, the expression of our gratitude.

F. EMMANUELI.

SHELBOURNE, NOVA SCOTIA, February 8, 1917.

COMMANDER UNITED STATES COAST GUARD "GRESHAM."

DEAR SIR: Please accept and extend to your officers and crew the thanks of the master, officers, and crew of the barge *Daylite* for valued services rendered when the barge broke adrift from tug *Resolute* 60 miles south of Cape Sable and was drifting to sea under conditions which endangered both life and property.

Respectfully, yours,

J. D. S., Master.

TOMPKINSVILLE, STATEN ISLAND,
February 14, 1917.

Lieut. JOHN STANSBURY BAYLIS,
Coast Guard Cutter "Seneca,"
Tompkinsville, S. I., N. Y.

DEAR SIR: We desire to express to you our appreciation of the timely assistance and good work rendered by you and members of your crew in fighting fire on three loaded lighters, moored on the north side of American Dock Co.'s pier 4-5 on the night of February 13-14, 1917.

Your watchfulness and cooperation in summoning aid no doubt prevented a more serious conflagration, and we beg to extend herewith our thanks for services so cheerfully volunteered in this emergency.

Yours, very truly,

AMERICAN DOCK CO.

NORFOLK, VA., February 15, 1917.

The honorable SECRETARY OF THE TREASURY,
Washington, D. C.

SIR: I have the honor to express my sincere appreciation of the assistance recently rendered me by the United States Coast Guard cutter *Yamacraw* and a detachment from her crew in connection with the enforcement of an order issued by the judge of the United States Court for the Eastern District of Virginia in the case of the steamship *Appam*, now in litigation.

I have to especially commend the services of Second Lieut. William J. Keester, in charge of the detachment from the crew of the *Yamacraw*, First Lieut. of Engineers Lucien J. Ker and Gunner R. Harris. I wish also to add a word of special commendation for the seamen of the detachment, who, though but a short time in the service, showed fine training, reflecting much credit upon Capt. Randolph Ridgely, jr., commanding officer of the *Yamacraw*, and the officers of the *Yamacraw* generally.

The service rendered to this office by Lieut. Keester and the members of his detachment were most valuable, and this office is deeply grateful for the order which made the assistance rendered possible.

Respectfully,

JOHN G. SANNDOW,
United States Marshal.

CRISFIELD, MD., February 16, 1917.

Capt. R. O. CRISP,
Commander United States Coast Guard Steamer "Apache,"
Baltimore, Md.

DEAR SIR: The directors of the Crisfield Ice Mfg. Co. desire to express their deep appreciation and thanks for the timely assistance rendered in bringing the schooner load of coal to our pier. Our supply was running short and without your aid our city would have soon been without light.

When you next come to Crisfield the company will be pleased to extend to you the free use of our wharf and water.

Again thanking you,

Very truly,

G. T. ATKINSON.

SAVANNAH, GA., March 12, 1917.

Lieut. H. F. JOHNSON,
United States Coast Guard.
Savannah, Ga.

DEAR SIR: We wish to express our deep appreciation of the service rendered yesterday, Sunday, by your cutter *Tybee*, in the saving of our two barges, coal laden, which had broken adrift from our docks and grounded several miles up the back river. If it had not been for the service of your steamer, the loss to our concern would have been many thousand dollars, not only due to the fact that, being Sunday, there were practically no tugs ready to go to the rescue of the barges, but the draft of water in the back river was such as to prevent any larger craft than the *Tybee* from approaching sufficiently near the barges to pull them off the marshes, and the *Tybee* rendered this service with such dispatch and promptitude as to enable her to

pull these barges off at just the right time. If she had been only one-half hour later, we believe that the barges would have been so hard aground as to cause them to turn over and dump the coal into the river.

It is therefore with great appreciation we write you this and ask that you convey to the pilot of your boat our sincere thanks on the splendid handling of the boat done by him, as his maneuvering in the back river, as well as his promptitude in getting to the barges did much to render the saving of these two barges without loss of any coal.

Yours, very truly,

TAGGART COAL CO.,
By J. P. TAGGART,
Vice President.

NEW YORK, March 28, 1917.

The honorable the SECRETARY OF THE TREASURY,
Washington, D. C.

SIR: Our schooner *Henry H. Grant*, loaded with cordwood, sprung a leak outside the Virginia Capes night of March 19 and was anchored 3 miles east of Smith Island.

Captain and crew taken off by the Life Saving Service at that station, sheltered and fed, and taken back on board March 20, when U. S. S. *Yamacraw* came out from Norfolk, slipped schooner's anchor, and brought her safely into the Roads, where tug of the Clark Towing Co. took charge.

We desire to express to all these agencies through you our deep appreciation of the timely service rendered by them and our hearty thanks for the efficiency and kindness shown in all their work in behalf of vessel and crew.

Yours, very truly,

THE CLARK & WILKINS CO.,
By H. A. WILKINS.

SAN JUAN, P. R.,
April 11, 1917.

To the COMMANDER,
UNITED STATES COAST GUARD CUTTER "ITASCA,"
San Juan, P. R.

SIR: The deplorable circumstances of the grounding of the S. S. *Philadelphia* by the buoy No. 8, brought about by negligence or inefficiency on the part of the pilot, Francisco Serrano, when the vessel was clearing yesterday afternoon, leads me to convey to you and to the men under your command the sincerest expression of my gratitude, representing identical feelings from the captain of the *Philadelphia* and my principals at New York for the valuable and effective aid rendered the aforesaid steamer in order to take her off the sands.

I repeat my thanks for your generous help and beg to remain, dear sir,

Very respectfully,

VILLAR & Co., SUCRS.

WASHINGTON, May 9, 1917.

CAPTAIN COMMANDANT, UNITED STATES COAST GUARD SERVICE,
Washington, D. C.

DEAR SIR: The bureau is just in receipt of a communication from Mr. A. H. Proctor, agent and caretaker on St. George Island, Alaska, who has recently taken passage on the *Unalga*, that prior to the departure of that vessel great courtesies were rendered by the senior officer of the Coast Guard Service in Seattle and by the commanding officer of the *Unalga* in respect to the transportation of supplies for the bureau. I wish to take this opportunity to express my appreciation of the cordial spirit of cooperation shown by the officers named and at the same time to acknowledge many other courtesies extended by the Coast Guard Service.

Very truly, yours,

H. M. SMITH.

ON BOARD HOUSE BOAT "ROSE,"
Off Buxton, N. C., May 21, 1917.

The CAPTAIN COMMANDANT, UNITED STATES COAST GUARD,
Washington, D. C.

DEAR SIR: I desire to call to your attention the fact of services rendered me, on the 17th instant, by a member of the crew of the Coast Guard Station at Cape Hatteras.

The wind was blowing from the southwest and increasing to such an extent that we could not hold our anchorage. The boat started to drag in toward the shore, when Mr. Jarvis Midgett, the man referred to, came to our assistance. This aid was invaluable to us, as our boat is our home, and his help enabled us to safely clear the shore and save the boat. I take this method of voicing my appreciation of these services. I feel myself greatly indebted to your valuable organization.

Very respectfully,

Mr. H. B. LOVE.

CHARLESTON, S. C., June 15, 1917.

TO SUPERINTENDENT SEVENTH DISTRICT COAST GUARD,

Elizabeth City, N. C.

SIR: I write this letter to show my appreciation of the services rendered me by the crew of Station No. 192 at Bogue Inlet, Thursday afternoon, June 7.

I sailed from Wrightsville on the morning of the 7th, bound for Beaufort, N. C. When about 4 miles east northeast of Bogue Inlet sea buoy, the engine of the express cruiser *Sweet Heart*, a yacht of 40 feet length, 9 feet beam, and draft 3 feet, gave out. This was about 4 o'clock p. m. same day. The wind was blowing about 15 miles per hour and heavy sea running. There being no chance to get the engine going again and not caring to stay anchored at sea for the night, I determined to get, if possible, help from the Coast Guard station. I set colors, Union down, and in a very short time I discovered the boat and crew coming to my assistance. On their arrival the captain of the Guard said that he did not think that his small boat would be able to tow the *Sweet Heart* to windward against the strong wind and sea, but he would try and accomplish the job, which he did after about four hours' hard tugging. Now, sir, I feel very grateful to the United States authorities who placed those men at this station, also to the captain and his able crew for their assistance rendered to the crew of the yacht *Sweet Heart* on this occasion, for without their aid we would have spent a most strenuous night at sea on board the *Sweet Heart*. Therefore I can not give those men too much credit for their timely aid.

Yours, very truly,

ISAAC E. RELYEA.

ATKA, ALASKA, June 20, 1917.

Capt. F. G. DODGE,

Commanding United States Coast Guard Cutter "Unalga."

DEAR SIR: I have the honor and pleasure to inform you that through your kind offices and the unstinted vigilance and energy of your crew my schooner *Lottie* has been floated, towed to a place of safety, and hauled out above tidewater, where and when she may be repaired as opportunity offers.

I also beg leave to thank you, your officers, and men who have rendered this valuable aid, making it possible for me to repair the boat without further loss.

Again thanking you and wishing you well,

Respectfully and sincerely,

A. C. GOST.



AWARDS OF LIFE-SAVING MEDALS: 1917



AWARD OF LIFE-SAVING MEDALS.

Twenty-two awards of medals were made by the Secretary of the Treasury during the fiscal year 1917, under authority of acts of Congress approved June 20, 1874, June 18, 1878, May 4, 1882, and January 28, 1915, in recognition of bravery exhibited upon 21 occasions in the rescue or attempted rescue of persons in danger of drowning in the navigable waters of the United States. The medal of the second class (of silver) was awarded in every case. Nine of the medalists were civilians, three were attached to the United States Army, three to the United States Navy, one was a member of the Coast Guard, one a member of the National Guard, four were police officers, and one a member of a municipal fire department. In 20 instances the work of the rescuers was performed within the boundaries of the United States, one rescue took place in Hawaiian waters, and one in the Canal Zone. The number of persons rescued was 30 (25 men, 2 women, and 3 children). In one instance only did the rescuer fail in his undertaking (case of John J. Kennedy). The largest number of persons rescued in a single instance was 10 (case of John M. Barnes). Three of the medalists were boys, 10, 12, and 17 years of age, respectively. A tabulated statement of the awards follows:

Awards of silver medals.¹

Medalist.	Residence, etc.	Service rendered.	Date of award.
Thomas O'Connor.....	Lieutenant, fire department, New York City.	July 25, 1915, at Arverne, N. Y., rescued a 12-year old boy bather named Francis Kerbs. The boy was carried out by the undertow. When O'Connor reached him, a hundred yards or so off the beach, his strength was nearly spent. With the boy on his back O'Connor reached the shore after a hard swim.	1916. July 5
Thomas V. Moakler...	Niagara Falls, N. Y.....	Jan. 24, 1916, rescued a boy named Erving Sahr from an arm of the Niagara River at La Salle, N. Y. Sahr broke through the ice in mid-stream while skating. Moakler worked his way out over the ice, which was very thin, upon a ladder and pulled the boy out of the water.	July 5
Albert George Row....	Chief boatswain's mate, United States Navy.	Mar. 3, 1916, swam to the rescue of Corp'l. Patterson, U. S. M. C. who had accidentally fallen overboard in Mare Island Strait, Cal. Row incurred risk of life on account of the low temperature of the water and the treacherous currents.	July 15
Andrew Frohlin.....	Patrolman, New York police department.	May 15, 1916, dived overboard from Pier 15, East River, New York, and brought to safety Frederick Blauvelt. Frohlin was so overcome by his efforts that he had to have medical treatment.	July 15
George Riley.....	Corporal, Fourth United States Cavalry.	Jan. 28, 1916, rescued Harry T. Lopez, a fellow soldier, from drowning near Kawaiioa, Oahu, Hawaii. Lopez, in bathing, was caught in a strong current and carried out to sea. Two other swimmers went to his assistance and held him up for a while, but finally abandoned him to save themselves. Riley thereupon swam out and brought him, unassisted, far enough in to get hold of a rope thrown out by other soldiers.	Aug. 11

¹ No gold medals awarded during year.

Awards of silver medals—Continued.

Medalist.	Residence, etc.	Service rendered.	Date of award.
Arthur Henne.....	Patrolman, New York police department.	May 1, 1916, jumped from Pier 5 into East River, New York, and supported John Johnson, until persons who had been attracted by shots from his pistol, threw him a line and hauled both to safety. The rescue took place at night and in a fog.	1916. Aug. 11
Edward H. Pawlosky.	Private, United States Marine Corps.	June 10, 1916, rescued Mrs. Cora Burbon from drowning near New Orleans, La. Mrs. Burbon jumped from a wharf with suicidal intent. Pawlosky leaped in to the rescue, and supported her for fully a quarter of an hour, when a boat came to his assistance.	Aug. 11
Ervin C. Cameron.....	Coal passer, United States Navy.	July 4, 1916, leaped into the water at Gloucester, Mass., and supported a drowning man until a boat came to his assistance. The rescue was performed at night, and Cameron went into the water dressed in oilskins and heavy shoes.	Aug. 11
Marshall Stinchcomb..	Deckhand, quartermaster steamer Wetherill.	Aug. 7, 1916, at Fort Washington, Md., leaped from a dock and swam to the rescue of Pvt. C. M. Levitt, First Company, C. A. C., who was taken with cramps. Levitt seized Stinchcomb about the neck when he took hold of him, and the rescuer had a hard time of it getting the imperiled man to safety.	Nov. 24
Alec Thomas.....	No. 410 Broughton Street W., Savannah, Ga.	Aug. 16, 1916, while in bathing at Tybee Beach, Ga., discovered Jacob J. Hauck in the water unconscious and drifting out with the tide. Thomas, who was but 17 years of age, got the man ashore after a hard struggle and helped resuscitate him. The rescue was performed in a high surf and swimming against a strong undertow.	Nov. 24
O. Kenneth Rudd.....	No. 1411 Drayton Street, Savannah, Ga.	Aug. 26, 1916, swam through the breakers at Tybee Beach, Ga., and supported Dr. V. H. Bassett upon the surface of the water until help came. The rescue was performed in a sea so rough as to prevent the life guards from maintaining their usual boat patrol for the protection of bathers.	Nov. 24
Frank A. Dunn.....	Sergeant, New York police department.	Aug. 31, 1916, plunged into the water in full uniform and rescued Frederick Radsey, who had fallen into the North River at the foot of West One Hundred and Twenty-seventh Street, New York City. While getting the man ashore against a strong tide, Dunn sustained injuries to himself from contact with rocks.	Nov. 24
Percy H. Walker.....	Siasconsett, Mass.....	Aug. 18, 1916, at Siasconsett, Mass., swam out a hundred yards through a rough surf to the assistance of 12-year old Pascal Cowan. After a desperate struggle, in which Walker was drawn under in the death grip of the drowning boy, the rescuer made his way into shallow water, whence both boys were taken in hand by others, Cowan unconscious and Walker unable to stand from exhaustion. Walker is a colored boy about 12 years of age.	1917. Jan. 8
David Sparks.....	Orderly, Colon Hospital, Canal Zone.	Sept. 5, 1916, an insane patient at Colon Hospital, Canal Zone, eluded his attendants and ran and jumped from a rock into the sea in 30 feet of water. Sparks leaped in after him and despite his lusty resistance brought him back to the rock, where both men were assisted to safety.	Jan. 27
John M. Barnes.....	Lewes, Delaware.....	Mar. 18, 1916, at night, in bitterly cold weather and during a gale, Barnes, pilot aboard the steamer Malm, turned his vessel around in a narrow ice-filled channel in the Delaware River and went to the rescue of 10 men aboard the sinking yacht Hyacinth, saving every one. But for his timely appearance all hands would have perished.	Jan. 30

Awards of silver medals—Continued.

Medallist.	Residence, etc.	Service rendered.	Date of award.
Alexander Jackson, jr.	Private, Company G, First Delaware Infantry.	July 27, 1916, rescued Pvt. Frank Olkowski, a fellow soldier, from drowning in the Mississippi River at Ford, Ill. Olkowski got beyond his depth while in bathing. Stemming a strong current, Jackson reached him as he was going down and after a hard struggle brought him ashore.	1917. Feb. 26
Stephen J. Murray.....	No. 615 East Sixteenth Street, New York.	Apr. 19, 1916, rescued a prisoner who had broken away and jumped into the East River while being taken to Blackwells Island. Murray swam out and brought the man to a pier, to which both were assisted by ropes. In the evidence submitted with this case Murray cites 6 other instances in which he saved the lives of drowning persons.	Mar. 1
Clair B. Baker.....	No. 500 Glenwood Avenue, Portland, Oregon.	July 16, 1911, rescued an exhausted swimmer named Archie O. Ramsden, about to drown in the Willamette River, near Albany, Oreg. Ramsden became exhausted while swimming with Baker, William A. Salisbury, and Elbe Burmett. Salisbury swam to assist Ramsden only to be seized by him and dragged under. Baker went to the aid of Salisbury, broke Ramsden's hold, and swam with the helpless man to a sand bar. Relieved of his burden, Salisbury collapsed. Burnett thereupon swam to the rescue of Salisbury and supported him until Baker returned to assist him. A boat took the men off the sand bar. Baker and Salisbury were awarded medals by the Carnegie Hero Fund Commission in recognition of their services upon this occasion.	Mar. 14
William A. Salisbury..	Albany, Oreg.....	do	Mar. 14
Harry Powley.....	Port Jefferson, Long Island, N. Y.	Aug. 3, 1916, at Port Jefferson, L. I., rescued Lillian Forbes, a girl bather. Miss Forbes got into difficulty 50 feet from the shore. Powley, who was only 10 years of age, swam out and brought her to land in an unconscious condition. She was resuscitated by others.	Apr. 3
John J. Kennedy.....	Steerage cook, Coast Guard cutter Yamacraw.	Mar. 4, 1917, went overboard from his vessel, the Coast Guard cutter Yamacraw, and swam to the rescue of Master-at-Arms R. J. Grady, one of a boat's crew of 9 men that had suffered a capsizc while alongside the steamer Louisiana, stranded near Coast Guard Station 146. Kennedy's services are set forth in detail in Special Order No. 16 (see page — of this report).	Apr. 30
Frank Caggiano.....	No. 102 Navy Street, Brooklyn, N. Y.	June 19, 1915, jumped into the water at the Thirty-ninth Street ferry slip, Brooklyn, N. Y., and supported Nicholas D. Magrath until a rope could be passed to him from a ferry bridge. Caggiano entered the water fully dressed. He had a hard fight with the drowning man, who weighed nearly 200 pounds. It was with great difficulty, moreover, that he succeeded in evading the powerful suction of the revolving propeller of a near-by steamer.	May 10



DISASTERS WITHIN THE FIELD OF OPERATIONS
OF THE COAST GUARD INVOLVING
LOSS OF LIFE: 1917



DISASTERS TO VESSELS INVOLVING LOSS OF LIFE.

Section 9 of the act of Congress approved June 18, 1878, requires that all disasters to vessels within the field of operations of the Coast Guard attended by loss of life shall be investigated in order to determine the cause of the disaster and whether or not the service corps performed its full duty. The results in this connection for the fiscal year ended June 30, 1917, are given in the following table. Eleven casualties, in which a total of 27 persons were drowned, are noted. Only two of the vessels involved were documented. Eight were small craft—3 fish boats, 3 skiffs, a cutter's boat, and a canoe.

Date.	Vessel.	Lives lost.	Station number.	In scope?	Full duty performed?
1916.					
Aug. 6	Canoe.....	2	304	Yes..	Yes.
11	Skiff.....	1	19	Yes..	Yes.
13	Bathers.....	3	194	Yes..	Yes.
Nov. 9	Skiff.....	1	174	Yes..	Yes.
Dec. 29	Fish boat.....	1	307 and 308	.....	Not yet reported. ¹
1917.					
Jan. 10	Boat from cutter McCulloch.....	1	318	Yes..	Yes.
Mar. 4	Steamer Louisiana.....	11	145 and 146	Yes..	Yes.
Apr. 13	Steamer Ellis.....	1	216	Yes..	Yes.
June 18	Fish boat.....	1	310	Yes..	Yes.
22	do.....	1	310	Yes..	Yes.
27	Skiff.....	4	217	Yes..	Yes.
	Total.....	27			

¹ Completion of investigation delayed by war conditions.



BLUE ANCHOR SOCIETY
AID FOR THE SHIPWRECKED
WOMEN'S NATIONAL ASSOCIATION



BLUE ANCHOR SOCIETY, AID FOR THE SHIPWRECKED, WOMEN'S NATIONAL ASSOCIATION.

The benevolent office of furnishing the stations of the Coast Guard supplies of clothing for the comfort of persons suffering shipwreck and boating accidents has continued during the past year with unabated liberality. The unfortunate men and women who are rescued from the perils of the sea not infrequently reach land bereft of much of their wearing apparel or with clothing drenched. Their situation of distress would be beyond relief, except such as the Coast Guardsmen are themselves poorly able to afford, were it not for the beneficence of the organization above named. This society began its ministrations to the shipwrecked in 1880 and has continued the noble work to the present time, with a record of service amounting to hundreds of cases in the aggregate.

The accompanying tabular statement shows the stations at which the supplies of the society were expended during the last fiscal year and the situations of distress in which the beneficiaries were found:

Date.	Station number.	Beneficiaries.
1916.		
July 16	236	An intoxicated man who had been rescued from drowning.
18	310	Two men, rescued from a capsized fishboat.
21	97	Master of stranded scow.
23	13	Five persons from stranded launch Schura.
Aug. 3	278	Two occupants of launch Odessa, caught outside harbor in gale.
6	25	Party of 6 from sailing dory that had capsized.
20	305	Crew of 6 from schooner Emily; had been at sea a week without food or water.
20	310	Two fishermen whose boat had capsized.
22	144	Master of launch that capsized.
25	16	A woman bather who collapsed from shock while in the water.
27	99	Three boy campers whose tent had blown down in a storm.
Sept. 4	122	Two men from the launch Mischief.
10	325	A man rescued from the surf.
17	12	Three occupants of boat that capsized.
17	288	Three members of crew of stranded schooner James H. Hall.
25	29	Two men whose launch was disabled in gale.
Oct. 3	175	Master of launch C. V. Sparks, drenched while crossing Pamlico Sound.
7	34	Six fishermen who had been lost from their vessel 48 hours in fog.
10	178	Occupant of houseboat destroyed by fire.
17	31	Man in dory, unable to get ashore in gale.
17	255	Man who had fallen off a dock.
20	6	Two men from sloop On Time, which stranded and sunk.
24	274	Man who had fallen off a pier.
Nov. 5	235	Do.
8	207	Crew of barkentine St. Paul, which was driven ashore and lost.
11	304	Man rescued from a launch that had sunk.
17	259	Man who had fallen off a dock.
20	35	Two occupants of disabled launch.
Dec. 15	190	Eight members of crew of stranded steamer Minnesota.
16	61	A member of crew of damaged steamer Carrie F. Roberts.
1917.		
Jan. 13	33	A man from a disabled launch.
22	276	A woman who had tried to drown herself.
26	315	Three men who were compelled to jump overboard to save their boat after it went on a sand bar.
Feb. 2	203	Two men rescued from a launch leaking in a rough sea.
24	88	Two men and a boy whose boat had capsized.
Mar. 24	19	A destitute wayfarer.

Date.	Station number.	Beneficiaries.
1917.		
Mar. 4	145	Five boatmen from Coast Guard cutter Yauacraw, capsized while attempting to rescue their comrades, swamped while alongside the steamer Louisiana.
8	191	Man whose boat had been swept into the breakers.
Apr. 9	31	Four men from stranded schooner Abenaki.
25	253	A man whose boat had swamped in the breakers.
28	189	Three boys, unable to sail boat in wind.
May 1	241	A woman who was rescued from British steamer Case, destroyed by fire in Lake Erie.
11	310	Two men whose boat had capsized in the surf.
18	236	Two fishermen, rescued from a rowboat in Lake Erie.
June 2	235	A swimmer, rescued from drowning.
8	60, 61, 62	Seventy persons, from wrecked Portuguese steamer S. Thiago.
12	.....	Two men whose skiff had capsized in the surf.
13	21, 23	Five members of crew of stranded schooner Geo. M. Warner.
20	271	A man who had fallen off a pier.

**REPORT OF THE BOARD ON LIFE-SAVING
APPLIANCES**

MEETING CONVENED SEPTEMBER 28, 1916



REPORT OF THE BOARD ON LIFE-SAVING APPLIANCES.

LETTER OF TRANSMITTAL.

BOARD ON LIFE-SAVING APPLIANCES,
Boston, Mass., September 28, 1916.

CAPTAIN COMMANDANT,
UNITED STATES COAST GUARD,
Washington, D. C.:

Subject: Report of Board on Life-Saving Appliances.

SIR: Transmitted herewith is the report of the proceedings of the Board on Life-Saving Appliances at its meeting held in Boston, Mass., September 25 to 28, 1916, together with the papers referred to it for consideration.

Respectfully,
S. I. KIMBALL,
President Board on Life-Saving Appliances.

I. PREAMBLE.

As requested by the Captain Commandant of the Coast Guard and pursuant to the call of the president, the Board on Life-Saving Appliances met in room 132, Post Office Building, Boston, Mass., at 10 o'clock a. m., September 25, 1916, for the examination of plans, devices, and inventions referred by Headquarters for consideration.

II. DOCKET.

1. Windon boat releasing gear (Monarch Valve Co.).
2. Combination drogue and oil bag (Andre Fourchy).
3. "Hygo" kite trolley (Charles J. Thomas).
4. Patented life preserver (E. Goldbach).
5. Life-saving garment attachment (Pasquale Catino).
6. "Coast-warning" device (Charles H. Howland).
7. Patrol lanterns (Standing Committee on Patrol Lanterns).
8. Transformable carrier-stretcher (Cornelia J. Chadwick).

III. COMMITTEES.

All subjects under examination were considered by the board as a committee of the whole.

IV. PRESENCE OF EXHIBITORS.

Inventors and exhibitors were allowed to appear before the board to explain the construction of their devices and to set forth the merits claimed for them.

V. TESTS.

No tests were made during the meeting.

VI. RESULTS, OPINIONS, AND RECOMMENDATIONS.

1. WINDON BOAT RELEASING GEAR (MONARCH VALVE CO.).

Results.—Blue prints and brief letter of transmittal only are submitted to the board. The apparatus purports to release both ends of the boat simultaneously, whether water-borne or not, by one movement of the operating handle located a little abaft of amidships.

The operating handle, with spindle and yoke for two cable ends attached, works vertically in a 4-inch brass standpipe extending from the height of the thwart to the bottom of the boat. This vertical pipe connects at the bottom with a horizontal 1-inch galvanized-iron pipe extending along bottom of boat from bow to stern releasing gears. A separate steel operative cable leads from the cable yoke in standpipe through pipe in bottom of boat to bow and stern releasing gears, respectively. Each cable leads over separate sheave from vertical to horizontal at bottom of vertical pipe and over oil-tight sheave from horizontal to vertical, each at its own end of the boat, underneath releasing gear. Each oil-tight sheave underneath releasing gear is cased in with end of horizontal pipe. The horizontal pipe, including these sheave cases at ends and the portion of vertical pipe inclosing the two other sheaves, are filled with heavy oil lubricant. Each separate cable after passing around the oil-tight sheave at end of each horizontal pipe, bow and stern, leads upward and shackles to the joint locking and releasing lever of the detaching gear. The gear is locked by raising the operating handle with attached spindle and cable yoke in the vertical pipe and turning same through an angle of 90°, when at highest point of travel. Its vertical travel is guided by two keys on opposite sides of spindle, working in slotted recesses in a sheave fitted in upper end of pipe. The lower ends of these keys act as stops on top edge of sleeve when turned clear of slots in sleeve. When the operating handle is turned fair for unlocking, that is, with the two keys of spindle opposite slots in sleeve, the same descends from the tension on the joint locking and releasing lever to which cable ends are attached. This tension is due to the weight of boat and to the action of a spiral releasing spring attached to the locking and releasing lever. When this lever has moved enough to disengage the locking and releasing cam, the lifting hook is released, and with same the steel bail attached by swivel pin to the lower block of boat falls bow or stern. No estimate as to cost if this apparatus is submitted.

Opinion.—It is not practicable for the board to adequately judge the merits of this gear without a demonstration or series of demonstrations of same. It appears to be generally complete and to be provided with safety attachments. However, means are not provided for taking up slack of the wire rope cables when same necessarily stretch from use.

Recommendations.—The board recommends that the manufacturers be given an opportunity to install one of the appliances on one of the lifeboats of a sea-going cutter, at the manufacturers' expense, in order that its merits may be fully tested under varied conditions, and that a member of this board, to be designated by the president, be detailed to witness the tests of this apparatus and make report of his observations to the Captain Commandant for the information of the board.

2. COMBINATION DROGUE AND OIL BAG (ANDRE FOURCHY).

Results.—This subject is presented by Mr. Andre Fourchy, field assistant, construction and repair, Coast Guard, by letter of September 12, 1916, accompanied by a blue print to scale of the proposed combination device and specifications. The specifications are attached hereto and form a part of this report.

Opinion.—The board is of the opinion that a combination drogue and oil bag, when running before a sea with a lifeboat under sails or power, or both, for use as a sea anchor, and possibly when towing astern of steam vessels, would be found of great value.

Recommendations.—The board recommends that headquarters authorize the construction of at least three of the combination drogue and oil bags, and that one be sent to a station on the Great Lakes and on the Atlantic and Pacific coasts, respectively, for trial and report, said reports to be furnished the board at its next meeting.

SPECIFICATIONS FOR FOURCHY'S COMBINATION DROGUE AND OIL BAG.

1. Main drogue to be 20 inches diameter at its mouth and 4 feet long, made of No. 0 canvas in four pieces, properly shaped and wide enough so that all seams will be locked and double stitched as per sketch in regular sail-stitch fashion; sail twine to be heavily waxed and double; mouth of drogue to have hem 1½ inches wide, sewed on as specified for seams.

2. Reinforcing: Drogue to be reinforced with 2-inch manila rope in two lengths, the center of bight of each to form a turnover, a 1½-inch open galvanized thimble at the apex of drogue, and be strongly secured around thimbles and to one another and sewed over each seam of drogue in bolt-rope fashion. The two thimbles at apex of drogue to be connected by being fitted to a ½-inch galvanized swivel shackle before seizing ropes around same; the ends of each rope to be spliced over a 2-inch galvanized egg-shaped thimble near the mouth of drogue and securely fastened to 2-inch bolt rope or grommet, to be sewed around the mouth of the drogue as shown.

3. Air grommets: Four air grommets $\frac{1}{2}$ inch in the clear to be provided in the bottom of drogue 10 inches from the small end or apex, the same to be made over galvanized-iron rings of required size and with close stitches so that iron rings will not show.

4. Bridle to be in four parts, made of $\frac{1}{2}$ -inch (cir.) galvanized-wire rope, spliced at each end over a $\frac{1}{2}$ -inch galvanized-wire rope thimble; the wire-rope thimbles at the end of bridle toward the drogue to be fitted over the egg-shaped thimbles at end of reinforcing ropes, and the wire-rope thimbles at other end of bridle to be fitted over a $\frac{1}{2}$ -inch galvanized screw shackle, to which the hawser will be secured; bridle wires to be 4 feet long from tip to tip after being spliced around thimbles.

5. Main line or hawser to be 20 fathoms in length, of $2\frac{1}{2}$ -inch cable-laid manila rope, with outer end spliced around a $2\frac{1}{2}$ -inch egg-shaped galvanized thimble, which will fit around the pin of screw anchor shackle connecting the four parts of bridle.

6. Oil drogue to be 10 inches diameter by 30 inches long, made of No. 4 canvas, reinforced with $1\frac{1}{2}$ -inch manila rope over seams and around mouth, as specified for main drogue, with $1\frac{1}{2}$ -inch open galvanized thimbles fitted to swivel shackle at apex, and $1\frac{1}{2}$ -inch egg-shaped galvanized thimbles at end of each rope near mouth of drogue.

7. Bridle to be made of $\frac{1}{2}$ -inch (cir.) galvanized-wire rope spliced at each end, over a $\frac{1}{2}$ -inch galvanized-wire-rope thimble, as provided for bridle of main drogue; bridle wires to be 26 inches long over all after being spliced. Shackle for bridle and at apex of drogue to be $\frac{1}{4}$ -inch metal.

8. Oil valves: Four oil valves or grommets, $\frac{1}{2}$ inch diameter in the clear, set in zig-zag or staggering fashion as shown, to be provided near bottom of oil drogue, the same to have a heavy leather cover or lid $1\frac{1}{2}$ inches wide secured to outside of drogue, hinged fashion, on the apex side of oil holes, so that when drogue is set the pressure will open up valves and allow the oil to escape, and when the drogue is tripped these covers or lids will automatically close and prevent the oil from coming out.

9. Inner lining to be provided in oil drogue as shown, made of No. 6 canvas, the bottom end of lining to be double stitched all around inner side of drogue, 10 inches from the bottom of drogue before the reinforcing ropes are put in place, upper end of lining to extend $1\frac{1}{2}$ inches above mouth of drogue and be provided with hem and draw strings so that lining can be closed up tight after oil bag has been placed in it.

10. Main line of oil drogue, going from apex of main drogue to bridle of oil drogue, to be $2\frac{1}{2}$ -inch manila rope, 12 feet long net, spliced at each end over 2-inch egg-shaped galvanized thimbles, one to fit over pin of screw shackle to bridle of oil drogue and the other to swivel shackle at apex of main drogue.

11. Tripping line to be $1\frac{1}{2}$ -inch manila rope, not less than 22 fathoms in length, with one end spliced over a $1\frac{1}{2}$ -inch galvanized egg-shaped thimble, secured to swivel shackle at apex of oil drogue.

12. Oil bags to be of required size and shape to fit into the oil drogue, made of loose fiber or burlap, sewed with single stitch, top end to be left open with hem and draw strings so that same can be closed up tight after the oil and oil have been placed in it, top end of bag after being fitted in drogue to come flush with mouth of drogue.

13. Oil to be medium-weight fish oil in 2-gallon cans, or of such size as would fill the bags to the best advantage. Cans to be rectangular in shape, made of the best tin, painted two coats of mineral paint, and provided with $2\frac{1}{2}$ -inch outlet with screw cap near one corner of top, with vent hole and screw cap in opposite corner, so that can may be opened and emptied quickly.

3. "HYGO" KITE TROLLEY (CHARLES J. THOMAS). ▽

Results.—The object of this device is to effect communication (1) from shore to stranded vessel, (2) from vessel in distress to shore, and (3) from ship to vessel in distress at sea. The first is designed to be used from shore to stranded vessel when the wind is offshore; the second, from vessel in distress to shore when the wind is on shore; the third, between vessels at sea.

Description.—First. Name: "Hygo" kite trolley.

Second. Device covered by Letters Patent No. 869546.

Third. Nomenclature: (a) Metal frame; (b) two wooden wheels grooved; (c) wire trip; (d) wire bearer; (e) a slit cork; (g) a kite string; (h) communicating line; (k) mica lantern; (l) wax candle; (m) a waxed card used as a sail.

Fourth. The trolley weighs about 2 ounces; the entire apparatus about 20 pounds. The superficial space occupied is about 8 square feet.

Fifth. Materials: One hundred feet tin for frame; boxwood wheels paraffined; wire one thirty-second of an inch in diameter for trip and bearer; cork; waxed Irish linen for communicating line; mica and brass lined lantern; wax candle for lantern; waxed card for sail.

Sixth. Trolley, 6 by 7 by 2 inches.

Seventh. Weight of trolley, 2 ounces.

Eighth. Cost: Outfit as furnished to the Government, consisting of the following: Three large box kites, two 3,000-foot kite lines, two 3,000-foot communicating lines, 10 slit corks, 5 mica lanterns, 2 dozen candles, 100 waxed cards, 5 "Hygo" trolleys—total cost \$130.

Ninth. Made by machinery and assembled by hand.

Tenth. Method of using: A box kite is flown with a strong Irish-linen kite line. About 50 feet from the kite a one-half inch brass ring is attached to the kite line against which, and on the sender's side of the ring, a slit cork one-half inch by 2 inches is straddled on the kite string. The kite is let out, and when about 100 feet over and beyond the stranded ship (when used from shore), or beyond a ship in distress at sea, and upon signal from the ship, the kite line is passed through the trolley and in the grooves of the wheels. At night an extra lantern is tied to the kite to locate the distance of the kite from the point of departure. A waxed card is placed on the device, that acts as a sail which the wind carries up to the cork that trips the bearer and releases the card and line with the lantern. A 1-ounce sinker can be used during daylight, but a lantern, such as is furnished, can be used at night. The communicating line should be wound on a ball-bearing spool. When all is ready, the trolley, propelled by the wind, will carry the line out and strike the cork, the trip releases the bearer, and the "communicating line," with the lantern or sinker, will drop over the ship. The trolley being relieved of the wax card sail will return to the sender, to be used again, if necessary to make another attempt in case the first failed. To the communicating line, if successfully dropped over the ship, heavier lines can be attached and drawn out to the ship. When the whip line or cable designed for service is made fast on board it can be employed in the usual manner with breeches buoy or life car.

Eleventh. Claims: The inventor claims to have raised a kite 1,500 feet and sent the trolley to the cork with a communicating line in a "38-mile gale" in 10 minutes, striking within 10 feet of a selected spot; that the trolley will carry a line in a 5-mile or a 60-mile gale; that the trolley will travel 3,000 feet in a 50-mile gale in 15 minutes and return in 20 minutes after striking the cork and dropping the line; that the "trolley will not get off the track or line owing to its scientific construction"; that the trolley will not rust because painted, and the wheels will not absorb moisture because coated with hot paraffin; that the wax card sail will stay in place and is protected from moisture by a coating of hot wax; that the lines are protected from moisture by a wax coating. The box kite is constructed of reeds and drill cloth and will stand any gale up to 60 miles an hour.

The inventor submits a series of sketches and a description of his device, but no model. He states that his object in submitting it is to receive the indorsement of the board "for the purpose of selling the device and outfit to the United States Government."

While this device may be used occasionally with success, it is liable to become unserviceable in stormy weather accompanied by rain, sleet, or snow, with the wind blowing in gusts, variable in intensity, and changeable in direction and velocity. In the haste incident to the stranding of a vessel in cold and stormy weather, the surfmen or sailors are liable to get the frail structure entangled in the lines, the split cork and card sail displaced, or the trolley thrown off or twisted around the swaying line. The difficulties would be increased in night work.

Opinion.—The board is of the opinion that this device is not practicable for use in the Coast Guard.

4. PATENTED LIFE PRESERVER (E. GOLDBACH).

Results.—This is not, strictly speaking, a life preserver, but a casing for holding a buoyant filler, thus making a life preserver.

It is arranged in two parts, or sections, each section having five separate compartments to contain the particular kind of buoyant filler selected. The compartments are made up of fabric, over this is another covering of rubber or other material impervious to water, and another cover of fabric incases each whole section, front and back, to protect the first two casings from chafe and wear.

The ordinary life preserver has but one casing or covering. This one having three, or two additional casings, would add to the weight without adding to the buoyancy.

The "preserver" appears to be sufficiently flexible and is arranged with proper hooks and straps, so that it can be readily and thoroughly secured to the body.

Being in two sections, there is an advantage, to some extent, in forming two preservers in particular cases.

The belts tie around the waist line of the body, and the straps fasten over the shoulders with suitable snap hooks, snapping into rings secured at different spacing, according to size of person.

The gist of this invention is the addition of two casings to the preserver to provide for the chafing or wear in service.

Opinion.—The board is of the opinion that this construction of life preserver does not present any advantage over the patterns now in service. No points are presented that would seem to justify the adoption of this device.

5. LIFE-SAVING GARMENT ATTACHMENT (PASQUALE CATINO).

Results.—This device, according to the inventor's description, consists of an attachment to be applied "to those jackets or coats constructed to be inflated with air," and is composed of a series of compartments or bags of waterproof cloth filled with coco wood sawdust, a sample of which is submitted.

Opinion.—Since the use of the inflated type of life preserver or jacket is not permitted in the Coast Guard, and since comparatively little buoyancy is secured, it is the opinion of the board that this device is impractical for use in the Coast Guard.

6. "COAST-WARNING" DEVICE (CHARLES H. HOWLAND).

Results.—This matter is submitted by Charles H. Howland, who furnished a drawing and description of the device. No model or sample device is presented to the board. The inventor proposes that the Coast Guard have manufactured, at the expense of the Government, a sufficient number for its use, and pay the inventor a reasonable sum for the plan or idea.

The device consists of a trumpet-shaped horn, 18 inches in length, with ring attachments for carrying a Coston signal holder, and is designed to be carried on patrol for the purpose, by certain suggested signals, of warning off vessels running into danger during thick weather.

Opinion.—The board is of the opinion that the "coast-warning" device is not adapted to the needs of the Coast Guard.

7. PATROL LANTERNS (REPORT OF STANDING COMMITTEE).

Recommendation.—The board adopts the report of the standing committee on patrol lanterns (appended hereto), with the following changes and modifications, viz:

1. The exposure to wind of 60 miles per hour, instead of 50 miles per hour.
2. Omit "6. Globes must not break in exposure to rain," and substitute "6. All globes must comply with existing specifications, or such as may be hereafter adopted."
3. Omit "3. Performance in excess of minimum requirements."
4. Add to specifications, that "all lanterns shall be constructed of brass, and be supplied with detachable reflectors when desired."

With the above-indicated changes, the board recommends that the Captain Commandant require that all lanterns supplied for the use of the Coast Guard conform to the specifications outlined in the above-cited report, with the modifications specified above.

Report of the standing committee on patrol lanterns.

In accordance with the request of the Captain Commandant, the Bureau of Standards cooperated with the standing committee on lanterns and made a comparative test of the various lanterns submitted. The members of the committee assisted in the selections of the tests to be made and witnessed some of the tests while in progress. The report of the Bureau of Standards is submitted herewith. The lanterns were examined with a view to securing the information necessary for the preparation of specifications under which the different makers may compete. The tests made were not to be considered as competitive, but to show what may reasonably be required in order to purchase lanterns according to definite specifications and tests, the only way by which such purchases can be placed on a competitive basis.

In some cases the results have not been as fully checked by duplicate measurements as would be made in the case of actual competitive tests.

The 12 lanterns included in the tests are designated by numbers.

Proposed specifications are submitted for discussion by the board. If the general plan of these is approved, it is recommended that the report be transmitted to the Captain Commandant for use in the preparation of specifications for the purchase and test of patrol lanterns.

S. W. STRATTON, *Chairman.*
J. Q. WALTON, *Member.*
GEO. W. BOWLEY, *Member.*

Report on patrol lanterns for the United States Coast Guard.

These lanterns were examined with a view to the preparation of specifications under which different types may compete for adoption for use by the Coast Guard. The present measurements are not considered as such a competitive test; the results given herewith are meant rather to give an idea of what may reasonably be required and of the tests which can be applied in order to make a choice between lanterns. In some cases the results have not been as fully checked by duplicate measurements as they would be in actual competitive trial.

The 12 lanterns included in the measurements were designated by numbers. The following table gives the general dimensions of the lanterns:

Lantern No.	Height.	Weight.	Width of wick.	Reservoir capacity.
	Inches.	Pounds.	Inch.	Gallon.
1.....	17	2.6		0.09
2.....	16.5	2.5		.09
3.....	17.5	2.5		.16
4.....	19.5	2.6		.16
5.....	19.5	2.5		.26
6.....	16.5	2.1		.12
7.....	19.5	3.4		.18
8.....	16	2.5	1	.05
9.....	18.5	3.4		.15
10.....	16	2.8		.04
11.....	16	2.6		.05
12.....	15.5	2.6		.04

Candlepower tests.

Two candlepower measurements, each extending over six hours, were made, using kerosene in all the lanterns. The average results are as follows:

Lantern No.	Horizontal candle-power.	Candle-hours per gallon of oil.	One filling burns about—
			Hours.
1.....	1.8	440	22
2.....	3.7	620	15
3.....	6.4	680	17
4.....	7.2	760	17
5.....	8.2	850	27
6.....	5.6	750	16
7.....	6.8	370	25
8.....	1.2	440	17
9.....	4.2	780	28
10.....	.85	480	23
11.....	1.6	500	16
12.....	1.4	500	15

The third column is the candlepower multiplied by the number of hours a gallon of oil would last. It is therefore a measure of the *efficiency* of the lanterns. The following points may be noted:

(1) The low candlepower and low efficiency of No. 1 is due to a narrowing of the flame caused by drafts through a ring of holes just below the globe.

(2) Nos. 8, 10, 11, and 12 also have a narrow tapering flame, and are consequently low in candlepower and efficiency. They are railroad lanterns for signal oil, and have no burner cones. In all other tests signal oil was used in these lanterns.

(3) No. 9 has a tin shade surrounding the flame so that light is given only on one side, and on that side the candlepower is increased by reflection from the shade. Its values are therefore not strictly comparable with the others.

Similar candlepower measurements were made with signal oil in those lanterns which were suited for that fuel, with the following results:

Lamp No.	Horizontal candle-power.	Candle-hours per gallon of oil.	One filling burns—
			Hours.
8.....	0.8	320	20
10.....	.85	320	16
11.....	.9	330	19
12.....	.85	320	15.

Swinging tests.

Swinging in a circle at arm's length did not extinguish any of the lanterns.

Dropping tests.

Lanterns hung up by cord. Test (a), lantern raised 2½ feet and dropped vertically, being brought to a stop by the cord. Test (b), lantern raised 2½ feet to a platform off the edge of which it was pushed so as to tip and fall, being stopped by the cord as in (a).

Lantern No.	Test (a).	Test (b).
1.....	Went out.....	Went out.
2.....	O. K.....	O. K.
3.....	do.....	Globe shaken loose.
4.....	do.....	Do.
5.....	do.....	O. K.
6.....	do.....	Do.
7.....	do.....	Do.
8.....	do.....	Do.
9.....	Went out.....	Went out.
10.....	O. K.....	O. K.
11.....	do.....	4 trials—2 O. K. and 2 outs.
12.....	Went out.....	Went out.

Wind tests.

These were made possible by the courtesy of the officials in charge of the wind tunnel at the Washington Navy Yard. The lanterns were hung in a part of the tunnel where all would be subjected to the same velocity of air flow. The velocity was gradually raised, and at each point indicated the condition of the lanterns was first noted and then the lanterns were shaken by pulling up and releasing the cord across the tunnel from which they were hung.

At 45 miles per hour the lanterns hung at an angle of approximately 40° degrees from the vertical. No. 9, because of its large wind resistance, was guyed or anchored to the floor by a slack cord attached to the reservoir.

The lanterns were tested in two groups (1-6 and 7-12) up to and including 50 miles per hour. Then those which had not been extinguished (Nos. 3, 7, 9, and 11) were run up to 55 and 60 miles per hour. At the end of this trial Nos. 3 and 9 came together by sliding along the cord. All four lanterns were therefore run again at 60 miles per hour.

In the chart of results below, a check mark (✓) indicates that the lantern remained burning, a cross (X) that the lantern was extinguished. The columns marked "a" refer to straight wind tests, those marked "b" to the shaking test.

Lantern No.	Wind velocity—miles per hour.															
	20		30		40		45		50		55		60		60	
	a	b	a	b	a	b	a	b	a	b	a	b	a	b	a	b
1.....	✓	✓	✓	✓	✓	X	✓	✓	X	✓	✓	✓	✓	✓	✓	✓
2.....	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
3.....	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	X	X	✓
4.....	✓	✓	✓	✓	X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
5.....	✓	✓	✓	✓	✓	✓	✓	X	✓	✓	✓	✓	✓	✓	✓	✓
6.....	✓	✓	✓	✓	✓	✓	✓	✓	✓	X	✓	✓	✓	✓	✓	✓
7.....	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
8.....	✓	X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	X
9.....	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
10.....	✓	✓	✓	✓	✓	✓	✓	X	✓	✓	✓	✓	✓	✓	✓	✓
11.....	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	X	✓	✓	X
12.....	✓	✓	✓	✓	✓	X	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

As a result of the observations made on these lanterns, there is presented for discussion the following outline of possible specifications for the rating of patrol lanterns:

I. *Essential and minimum* performance requirements:

Failure to fulfill one or more of these requirements will exclude a type of lantern from further consideration.

1. Fuel—must be keroséne oil.
2. Candlepower (with normal flame height well below smoking point) not less than 6.
3. Candle hours per gallon of oil not less than 600.
4. Reservoir capacity sufficient to support the prescribed candlepower for not less than 16 hours.
5. Must not be extinguished by any of the following tests:
 - (a) Swinging in a circle at arm's length.
 - (b) Tipping over.
 - (c) Dropping 2 feet.
 - (d) Exposure to wind of 50 miles per hour.
6. Globes must not break on exposure to rain.
- II. Points for relative grading of lanterns which meet the requirements above. Weights to be assigned to each point are suggested:

1. Durability and strength of construction.....	50
2. Convenience in handling.....	25
Height and weight.....	10
Lighting (convenience, suitability for lighting in wind).....	10
Ease of cleaning and trimming.....	5
3. Performance in excess of minimum requirements.....	25
Candlepower.....	15
Efficiency.....	10

III. The above specifications are suggested merely as a basis for discussion. If the general scheme is adopted, the details must, of course, be elaborated to cover more fully the methods of measurement for Part I and to provide for a jury on board to pass judgment on the relative merits of samples under Part II.

S. W. STRATTON, *Director*.

WASHINGTON, D. C., September 23, 1916.

8. TRANSFORMABLE CARRIER STRETCHER (CORNELIA J. CHADWICK).

Results.—The carrier consists of a strip of canvas 41½ inches long and 18 inches wide, stayed across the ends with a canvas band terminating at the two front corners in straps each 13½ inches long. To the ends of these straps and to the corners at the other end of the canvas snaffle hooks are attached. The canvas of the carrier is double and has two longitudinal hems through which poles may be passed to form a stretcher if necessary. The center is open at one end and forms a bag for bandages, etc., or for carrying water.

The harness for the two bearers consists of two leather and canvas straps, so attached that one goes around the body under the arms and the other over the shoulder. It is put on from behind and fastened in front by patent fasteners more easily adjusted than buckles. The strap of smaller width fits into the smaller fastener, the larger strap into the larger fastener; mistakes are thus avoided in the cases of untrained men. They can be adjusted to be worn by large or small men and should be adjusted on the two bearers so that the body strap should be at an equal height from the ground. To the body strap are attached two thick rings which should be kept equidistant from the bearer's hip. The left hip of the right-hand bearer and the right hip of the left-hand bearer must be in the center between each set of rings and toward the patient.

The snaffle hooks at the upper corners of the canvas (if the patient is to be carried facing forward) are attached to the rear rings of the body straps and the snaffle hooks at the end of the straps on the lower end of the canvas to the front rings of the body strap. Black snaffle hooks fasten to the black rings and the white snaffle hooks to the white rings. This will form a hammock chair, in which the patient is carried. The patient can be carried facing either forward or backward, as desired. If he is to face backward, as, for instance, for carrying uphill or upstairs or up or down a ladder, the hooking on of the canvas should be reversed—i. e., the hooks at the upper corners should hook into the front rings of the body straps and those at the end of the straps on the lower end of the canvas to the rear rings of the body straps. The hands of the bearers are always free to assist themselves in any way.

To load the carrier, the canvas can be put on the ground or bed or on a chair. In the first two cases, one bearer rolls the patient gently on his side and the other passes the canvas under him, after which they harness themselves as indicated above. In the latter case, a canvas is placed on a chair and the patient sits on it before the bearers harness themselves. Having their hands free, they can remove the chair without difficulty out of their way when they have attached themselves. A patient can be carried through any space where a single individual can pass.

It frequently occurs in the operations of the service that persons are brought ashore from a wreck suffering from illness or are so chilled or half frozen as to be practically helpless. Cases also occur in which a person with a broken leg, or an injured person, has to be transported from the beach to the station. This device furnishes a very convenient and humane method of transporting such cases to a place where the necessary care and attention can be furnished or medical assistance obtained.

Opinion.—The board is of the opinion that this device is of great utility and that it is adapted for the uses of the Coast Guard.

Recommendation.—The board recommends that the device be tried at such stations and on such vessels as the Captain Commandant may direct. In case this is done, attention is invited to the fact that the leather straps of the supports should be lengthened at least 8 inches over that specified in the above description.

VII. UNFINISHED BUSINESS.

1. Windon boat releasing gear (Monarch Valve Co.).
2. Combination drogue and oil bag (Andre Fourchy).

S. I. KIMBALL,
General Superintendent, Ret., President of the Board.
S. W. STRATTON,
Director, Bureau of Standards, Member.
DAVID A. LYLE,
Colonel, U. S. A., retired, Member.
E. E. CHAPMAN,
District Superintendent, Member.
JNO. Q. WALTON,
Constructor, Member.
WM. J. WHEELER,
First Lieutenant, Member.
GEO. W. BOWLEY,
District Superintendent, Member and Recorder.

There being no further business before the board, it adjourned sine die at 4.30 p. m., September 28, 1916.

S. I. KIMBALL,
General Superintendent, Ret., President of the Board.
GEO. W. BOWLEY,
District Superintendent, Member and Recorder.

RULES AND REGULATIONS ADOPTED BY THE BOARD ON LIFE-SAVING APPLIANCES FOR THE EXAMINATION OF PLANS, DEVICES, AND INVENTIONS FOR USE IN THE UNITED STATES COAST GUARD.

The devices, inventions, and apparatus submitted for the action of the board shall be divided into two general classes:

CLASS I.—*Wreck ordnance.*

CLASS II.—*Boats and miscellaneous appliances.*

CLASS I.—*Wreck ordnance.*

1. Guns.
2. Rockets.
3. Line-carrying projectiles.
4. Shot lines.
5. Faking devices.
6. Powder and other ammunition.
7. Equipments, implements, etc., connected with wreck ordnance.

CLASS II.—*Boats and miscellaneous appliances.*

1. Boats.
2. Life cars.
3. Life rafts.
4. Boat wagons.
5. Launching ways.
6. Boat gear and equipment.
7. Lines.
8. Blocks and tackles.
9. Sand anchors.
10. Life preservers.
11. Life belts.
12. Signals and signal codes.
13. Patrol lanterns.
14. Wagons and devices for transportation of appliances other than boats.
15. Such other matters as may be referred to the board by the Captain Commandant.

MEETINGS.

1. The board shall meet at the call of the president.
2. A majority of the board shall constitute a quorum at any properly called meeting.
3. The province of the board is to examine, test, and report upon such devices as may be referred to it by the Captain Commandant, and it shall not enter into protracted discussions with inventors or their agents as to the principles involved in methods of improvement in plans submitted or as to how defects may be remedied.
4. In order to expedite the business of the board and prevent unnecessary expense to the Government, the president of the board may, at his discretion, refer for special investigation any device, invention, or subject to a committee consisting of one or more members of the board. Such committee, after completion of the duties assigned to it, shall submit a written report to the full board.
5. Due notice of meetings of the board shall be sent to persons whose inventions have been referred to it.
6. The duties of the board shall not include action upon any life-saving plans, devices, or inventions as to their use on merchant vessels, the examination of these being the province of the Board of Supervising Inspectors of Steam Vessels.
7. The board may, however, at its discretion, invite the attention of the Captain Commandant to such general classes of devices, methods, or procedure as will in its opinion promote safety at sea or facilitate rescue work.

GENERAL REGULATIONS.

I. No person shall be admitted to the meetings of the board, or to experimental trials of inventions submitted to the board, except the agents or inventors of the apparatus under discussion or trial.

II. All experiments or trials shall be conducted under the immediate supervision of the board, by its employees or other persons acting with its authority. Inventors or exhibitors may be granted the privilege of displaying their apparatus, if desired, and of having the performance of the same noted in the record. Any gun, rocket, or device in which explosives are used shall be fired with at least three rounds of the maximum charge by its exhibitor as a safety test before any tests are undertaken by the board.

III. The handling of the apparatus by agents or inventors, at any time after being submitted to the board, is forbidden, except in the case of the display test above noted.

IV. Apparatus, models, or plans which have been submitted to the board and entered upon the record shall remain in the possession of the board for such time as may be necessary for the completion of the examination, the trials, and the final report upon the same.

V. All persons desiring to submit devices or inventions for the action of the board will be required to forward their applications to the Captain Commandant in writing, embracing in detail the following points in the order named, so far as they are applicable to matters submitted:

First. Name of device to be submitted.

Second. Whether or not covered by caveat or letters patent.

Third. Nomenclature of each separate part of the device stated in list form, with reference letters corresponding to letters on accompanying drawings.

Fourth. Detailed description of device.

Fifth. Kinds and qualities of materials used.

Sixth. Dimensions of all parts.

Seventh. Weights of principal parts and total weight of apparatus.

Eighth. Price at which device or apparatus will be furnished to the Government.

Ninth. Construction, stating method of manufacture or fabrication of device in detail.

Tenth. Description of method of using the apparatus in actual service.

Eleventh. Claims of inventors or exhibitors for the devices set forth specifically in full and in numerical order.

Twelfth. Accurate drawings or descriptions of methods must accompany all applications. Full-sized drawings preferred, but drawings to scale of very large parts will be accepted.

VI. Letters of transmittal addressed to the Captain Commandant, United States Coast Guard, Washington, D. C., must accompany above descriptions, drawings, etc.

VII. All apparatus connected with any device or invention must be delivered at the expense of the agent or inventor of same at such point and at such time as the board may direct and returned at the expense of said agent or inventor when no longer required by the board.

VIII. The Government will defray no expense incurred by exhibitors in showing their devices to or in testing them before the board or any of its committees.

Adopted, September 28, 1916.

S. I. KIMBALL,
President.
GEO. W. BOWLEY,
Recorder.

Approved:

E. P. BERTHOLF,

Captain Commandant, United States Coast Guard.

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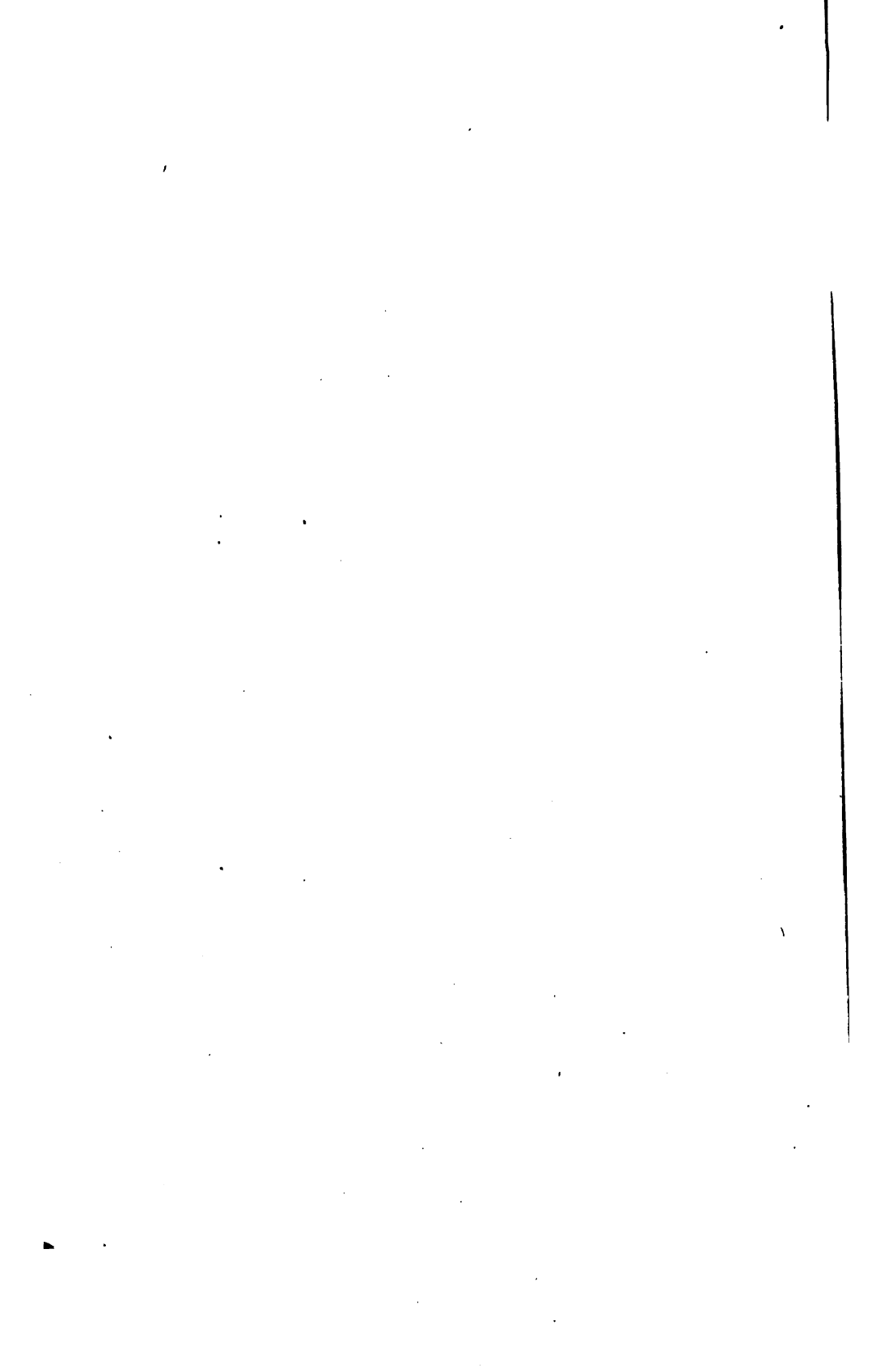
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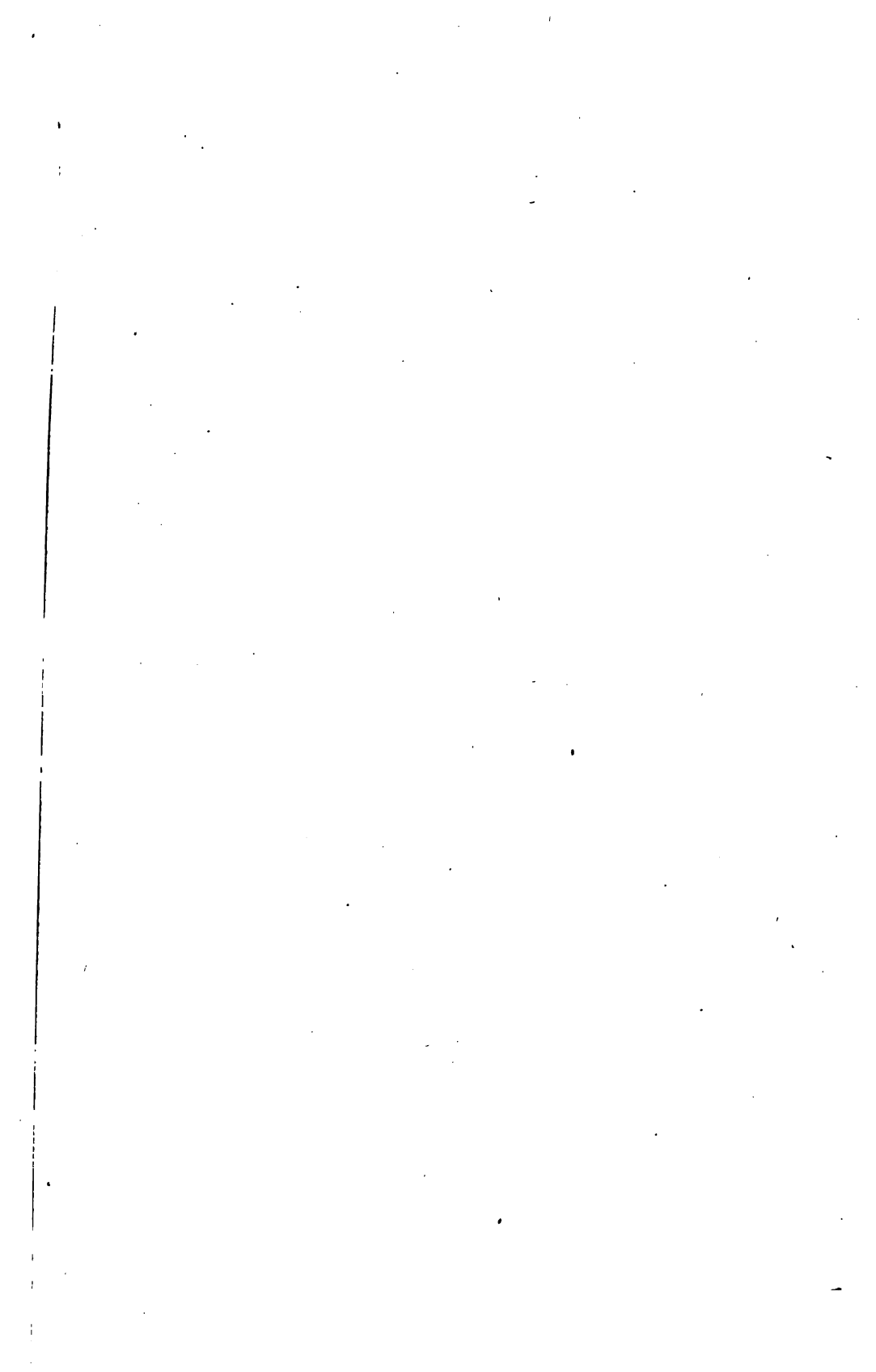
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